

A
POSTAL HISTORY
OF
CAMBRIDGE

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BY
D. J. MUGGLETON

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CAMBRIDGE PHILATELIC SOCIETY
FOUNDED 1920

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PREFACE

In 1961 I commenced a series of visits to Post Office Records at St. Martin's-le-Grand, with the idea of collecting material for a book on Cambridge Postal History. Nine years later this idea has become a reality, and this volume is the result. Unfortunately much which is of interest has had to be omitted.

This is a book about **Cambridge** and I have made only passing references to many famous postal history names and landmarks. I make no apologies for quoting verbatim from official records. The style of expression of the whole period is rich and precise and makes much better reading than anything I could have produced after digesting and re-hashing.

This book only scratches the surface of information available, but I feel it is better to publish something rather than toil on down the years collecting endless facts which in the end might perhaps finish on an Executor's bonfire!

I owe grateful thanks to many persons who must alas remain anonymous, but I must sincerely thank first the Staff of Post Office Records for their kindness and forbearance, particularly Mrs. Jean Farrugia, and secondly my good friend Mr. Kenneth Jacob, who has done much local research and who has at all times placed both himself and his material at my disposal. Without his gallant efforts much of what is written here would not have seen the light of day and many inaccuracies would have occurred.

Perhaps in another ten years, when the Cambridge Philatelic Society celebrate their Diamond Jubilee, a second and improved edition will be required. There must be a lifetime's work awaiting someone who has the time and opportunity to work in the archives of the Colleges and the University Library. It amazes me that no one has yet endeavoured to tackle this absorbing and momentous task.

D. J. MUGGLETON.

Buntingford.
20th February, 1970.

INTRODUCTION

The present day postal system in this country has been evolved by stages from the time when messages were carried to their destinations by the servants of the senders or by casual travellers. In the year 1100 King Henry I appointed special messengers for the delivery of his own and the governmental despatches and, changing from horse to horse, the messengers were able to travel quite long distances during a day's riding. As time passed, to facilitate this travel, stations or posts were set up — frequently at inns — where the messengers could always find horses for hire, these lines of posts being arranged on the routes as were required at the particular time. The word posts also began to be used for the messengers themselves.

By Elizabethan times posts were established along five routes (or roads) radiating from London to Scotland, North Wales, South Wales, Cornwall and Kent. Cambridge was not situated on one of these roads, the nearest being the north road to Edinburgh where posts established at Royston, Caxton and Huntingdon, were the 4th, 5th and 6th from London.

A big advance was made in 1635 when King Charles I appointed Thomas Witherings to organise a reform of the postal system. The main post roads of the time to Norwich, Bristol, Exeter and Holyhead were to be served by horse posts once a week, and that to Edinburgh twice a week. Cambridge was by then a post town on the road to Norwich and additional post roads were introduced. From the post towns on these main roads, branch posts were set up to serve the towns nearby but not actually situated on the main roads, and these branch roads were frequently served by foot posts. For the first time provision was made for the conveyance of the letters of the general public: all earlier arrangements having been made simply for the conveyance of official documents. The letters were charged according to the number of sheets of paper on which they were written and according to the distance they were to be carried and for a single sheet the charges were 2d. up to 80 miles; 4d. 80 - 140 miles; 6d. over 140 miles; and to Scotland, 8d. If the letter was written on two sheets of paper, double these rates were charged, and so on. It must be remembered that in those days a penny possessed a far greater purchasing power than it has today.

A drawback of the system was the fact that letters could only be dealt with between post towns on the same roads, or, if on a different post road, by being sent through London with the consequent increase of cost in view of the greater distance it was to be carried. This situation was improved upon when cross posts between one main post road and another began to appear at the

close of the 17th century, and more fully from 1720. Another disadvantage — in comparison with the modern postal system — was that the General Post dealt only with the conveyance of letters between post towns, there being no provision for the conveyance of letters between the post towns and the surrounding villages in one direction or the other, or for the collection or delivery of letters actually within the post towns themselves. In 1680, in London, a penny post was established under private enterprise for the delivery of local letters; this local post being organised by the government from 1682. Provincial penny posts were authorised from 1765, but the first to come into being was that of Manchester in 1793. Birmingham and Bristol followed, but it was not until about 1810 that the local posts began appreciably to increase in number.

The first postmark appeared in 1661. This mark consisted of a small circle divided into halves in which were shown the month (abbreviated) and the date. These marks were introduced in London (later also in Edinburgh and Dublin) to show the date when a letter was handed to the post office as complaints of delays in delivery were frequent at that time. During 1787 the marks were altered in style to include the year in addition to the month and date. A letter of the year 1700 is known with the name of the post town, Exeter, stamped on it. Other towns adopted this idea, and postmarks from Cambridge are known from 1707.

The postal charges varied from time to time from 1635, usually in an upward direction. In 1635 a single letter cost 2d. for up to 80 miles, but by 1839 the charge had risen to 4d. for up to 15 miles and so on. For up to 80 miles the charge was 8d. The introduction in 1840 of a standard rate of 1d. for a letter of up to $\frac{1}{2}$ ounce in weight, irrespective of the distance it was to be carried, relieved this situation and accordingly the number of letters handled by the post office was increased vastly. On 6th May, 1840 adhesive postage stamps were introduced to signify the prepayment of the postal charges (in the earlier days it was customary for the charges to be paid by the recipient) these being the celebrated "Penny Blacks" and the "Twopenny Blues".

After the mail coaches came into use in 1784 the mails were speeded up very considerably, and again further after 1830 when mail was carried firstly by railway train. The use of air travel has added yet a further step in recent years.

Within this brief outline of the growth of the national postal system, the history of the post office in Cambridge — the subject of this book — forms one of the many separate links which together form the chain of our modern postal service.

KENNETH A. JACOB

Cambridge

FOREWORD

It is my privilege to write a short foreword to this book to introduce the Society on its fiftieth birthday. On 22nd October, 1920, in response to an invitation published in the local paper, twenty keen collectors met at a room in Ram Yard and launched the Cambridge Philatelic Society. The first President was the late Dr. J. N. Keynes, and the first Chairman, Alderman P. H. Young, and it may be relevant and of permanent record to list here the names of those who were present at that first meeting :

E. W. Baker Smith	L. E. Ballantine	E. Bentley Wood
R. Chater Blows	Miss E. Brooks	H. Cook
C. B. Coulson	E. T. Dodd	W. J. Guest
H. M. Hoppett	A. D. Knowles	E. W. Layton Smith
E. Leader	H. D. Martineau	C. McPherson
J. M. Palmer	A. H. Reed	Dr. G. Roper
J. W. Le Tall	Ald. P. H. Young	

The Cambridge Philatelic Society became affiliated to Congress on 11th February, 1921 and Congress, having been invited to Cambridge, held its twelfth Congress, organised by the Society in 1925. Thirteen years later, in 1938, Congress again accepted an invitation to Cambridge, where the twenty-fifth Congress was held and organised. After a longer period of twenty-nine years, in 1967, the forty-ninth Congress became the third to be invited, held and organised by the Society in Cambridge. As well as affiliation to Congress, the Society is also affiliated to the B.P.A. and to the East Midlands Federation. Over the years there has always been a close connection with the University; in the days before the formation of the University Stamp Club, an undergraduate collector, whenever available, served on the Committee, and since then meetings of both Societies have been open to members of either Society.

Membership of the Society has grown steadily over the years and from the modest beginning of twenty the number has now reached one hundred and sixty, the greatest increase being over the last ten years. Meetings are held from October to May, combining members' evenings, medal competitions, auctions, displays and talks by well known philatelists, and inter-society visits. A comprehensive library has been built up, an efficient exchange packet operates and the Society has compiled a forgery collection and a collection of philatelic terms. In recent years the Cambridge Society has come more and more to the fore in the organisation of Philately in Great Britain, by representation on the Philatelic Congress of Great Britain Executive Officers and Committee.

About ten years ago it was felt that when the Society attained its Golden Jubilee there should be some permanent reminder of the occasion, and so was started the compilation of a collection

of Cambridge cancellations and the writing of a postal history of Cambridge, which it was intended to publish for the golden celebration. Derrick Muggleton, already a dedicated postal historian, undertook to form the collection and to collate all the information available and this volume is the culmination of his painstaking and superhuman work over the years in investigations and hours of reading and extracting information from official records and archives, and to him the Society is tremendously indebted. I am sure that "A Postal History of Cambridge" will prove a permanent and worthy record with which to celebrate the completion of the first fifty years of the Society.

R. CHATER BLOWS

Cambridge

CHAPTER I

CONVEYANCE OF MAILS

In 1100 King Henry I appointed messengers to carry his Government Despatches and Edward I arranged for field stations or posts where horses were kept for hire by the messengers. No other postal organisation of any sort existed in England and those who wished to send letters had to find their own messengers and pay their expenses.

There is no knowledge of when a "Post" was first established in Cambridge but evidently it was previous to the year 1547/8, as on 21st February, 1548 an agreement was drawn up by Sir William Paget and Sir Thomas Smith between the Town and the University, one of the clauses reading: "That no master of College nor student or schollers nor phisitans, surgeons, bedells horse be taken post." This was corrected by the Heads of the Colleges as follows: "That no master of college nor student or schollers, phisitions, surgeons, bedells, graduates, praysters nor other privileged by the composition hors or horses be take post or for any other county carriage except such horses as be used commonly to be lett."

In a charter granted to the University by Queen Elizabeth I and dated 26th April, 1561, clause 2 reads: "That the horses of scholars and e. should not be taken under any commission for the business of the Queen, her Heirs or successors." Evidently the terms of the above agreement and the charter were not adhered to, as in 1597 dispute arose between the University and the Town, and comment in a letter from the Vice-Chancellor to Lord Burghley of 23rd June reads: "They take scholars' horses to give post upon ordinary commission." Also, in a complaint against the Mayor, dated 26th July, clause 7 reads: "He maintaineth Constables (viz. Hurst and Prettie) taking priveleged persons horses to serve post without their private or any agreement with them for the Queen's hire against Charter and Common Law".

Though the 17th century had now arrived it was still necessary to open special temporary offices when the King travelled to any place off one of the great trunk roads. The Court Post issued to the authorities a warrant dated 7th November, 1613, worded thus:

"Whereas the King's Majesty is pleased to go through the counties of Cambridge and Norfolk to Newmarket and Thetford and other places where there is no ordinary and common stage way laid, and that during his abode there special occasions will be offered to send packets to and for H.M.'s service. Therefore it is thought meet some extra-ordinary stages be laid in convenient places for the better and more speedy conveying of such packets into the ordinary stages... to appoint ... one honest sufficient

man ... who for the said service shall receive 2/- by the day."

The earliest reference to Cambridge as a post stage is found in an entry in the "Calendar of State Papers — Domestic" which reads as follows : "1618. June 17. Greenwich, Earl of Pembroke to the Council. To give warrant to Lord Stanhope to erect the post stage between Newmarket and Cambridge and to appoint John Cotterill postmaster at Newmarket." An entry in the same papers six years later provides the first reference to a Postmaster at Cambridge. This reads: "1624. November 23. Newmarket. Sec. Conway to Sir John Cutts and Tobias Palavicini. They are to settle a difference between the postmasters of Cambridge and Baberham (sic) concerning the right to apply to certain towns for post-horses on the King's service which is claimed by both." The Tobias Palavicini mentioned is undoubtedly a descendant of the celebrated Sir Horatio Palavicini, whose mansion stood on the site of the present day 19th century hall at Babraham.

The beginning of the postal system, as is now in existence, is to be found when King Charles I issued a proclamation on 31st July, 1635 appointing Thomas Witherings to settle a running post between various places along the main roads from London.

Provision was then made for the conveyance of letters for the general public, and Cambridge is mentioned in the proclamation as follows : 'One bagge to be directed to Cambridge wth such lres as shalbe directed to that place or neere thereunto ; to take post for them as is now pd to the Carriers, wch is Two pence a single lre, and so accordingly as they shalbe in bigness. At Cambridge a footpost to be provided, wth a knowne badge of his Mats Armes, whome upon the market daies is to goe to all Townes within 6 : 8 : or 10 miles, there to receive and deliver all such lres as shalbe directed to those places'

From this it will be seen that a charge was made for the conveyance of the letters, and this was varied according to the distance they were carried — up to 80 miles, 2d.; 80 to 140 miles, 4d.; over 140 miles, 6d. If the letter consisted of two sheets of paper, or had an enclosure, twice these rates was charged : if of three sheets, treble rates ; or if it weighed one ounce, four times the rates. This scheme was revised from time to time, and the rates usually increased, until 1840 when a uniform rate of 1d. was charged for a letter up to one ounce in weight irrespective of the distance it was carried.

Under Witherings' reform there was no direct London/Cambridge mail the bags of letters to and from Cambridge being collected at Caxton, a post stage on the Old North Road. By 1648 the bags of letters were left at Royston and not at Caxton. In 1660 a proviso was added to the Act for erecting and settling a general letter office, which was read in the House of Commons on 20th December : "To except the Carriers of both Universities, that

they might carry letters as formerly, notwithstanding the Bill."

By 1669 Cambridge was the post stage for the market towns of Ely and Littleport.

Documents are still preserved which show that in 1670 mail leaving London at midnight on 18th April for Newmarket reached Cambridge at 11 a.m. the following morning.

The Deputy Postmaster General, Col. Roger Whitley, writing to the postmaster of Cambridge, Robert Skyring, in 1673, complains that the post between Cambridge and Ely: "Should be rectified, and sent thither on horse-back, and make greater dispatch." Whitley asks Skyring to accept £30 a year salary and then to pay back to him the sum of £50 a year for the privilege of running the by-letter post. This covered the carriage of mails along the by-ways off the existing post routes and, if properly run, could bring in a profit to the postmaster. No agreement between the two appears to have been reached, in fact. Skyring does not appear to trust Whitby or his staff, although the latter says "... the Accountant and Cashier are honest men, and trusted to the value of many thousand pounds, soe know not why you should distrust them." Skyring also complains that the postmaster at Royston often overcharges him for by-letters because he "cannot write and consequently (is) not able to know which come from Cambridge." Mr. Smith, the Royston postmaster, put in a counter claim that Mr. Skyring's post-boy "takes up severall letters there for Cambridge, Lynn and e., and Claimes them as his due; and you countenance him in it."

Skyring does not appear to have improved his service to Ely and in 1675 Whitby writes "wee have almost lost ye whole correspondence of that place." This infers that it was quicker to trust letters to the illegal carrier posts, organised by a growing network of waggoners and carriers, than to the local post-boys.

The following year Skyring managed to get rid of the service to Ely and, although Whitley threatened to reduce his salary, first from £30 to £25, and then to £22, because it cost £8 for a Mr. Cory to manage the Ely stage, he eventually succeeded in retaining his original salary of £30 a year.

The London Gazette of 27th December, 1697 contained the following announcement:—"On the usual post days a post will go by way of Epping, Bishop's Stortford and Saffron Walden to Cambridge. Bags will be left at the said towns, and also at Woodford, Chigwell, Abridge and Farlow."

By 1717 Oxford had a daily post to London, but Cambridge did not yet enjoy this privilege.

In May 1735 Ralph Allen, the farmer of the Cross Posts, instructed his surveyor to inspect the management of the Bye and Cross Posts in Cambs., and particularly to examine whether the north letters were constantly despatched to Caxton on Sundays

in time, by a horsepost instead of a messenger.

It was on 24th June, 1741 that a daily post from Cambridge to London was established, and by 1751 bags were despatched from the G.P.O. London every night and a return post was despatched every day except Sundays. The cost of an express letter from G.P.O. Lombard Street to Cambridge, at any hour, was £1.7.9.

Full details of posts are given in a notice dated 1763:

'Post to London — sets out Mondays, Wednesdays and Fridays at 5 o'clock in the evening through Royston, and returns on Tuesdays, Thursdays and Saturdays at noon through the same place. It sets out on Tuesdays, Thursdays and Saturdays at 6 o'clock in the evening through Saffron Walden, and returns on Sundays, Wednesdays and Fridays through the same place. The post goes out every day except Saturdays, and comes in every day except Monday.

'North post (by Caxton) — sets out every night at 10 except Sunday, and returns every forenoon, except Sunday.

'Norfolk post — sets out every afternoon as soon as the London mail arrives, and returns every day.'

With the introduction of the scheme, devised by John Palmer, to carry mail by stage coach, Cambridge mails were sent to, and collected from, Bournebridge for the London/Norwich coaches. The post left Cambridge at 9 p.m. with letters for London and all parts of Norfolk and Suffolk every night except Saturday and was in every morning, except Monday, at 9 a.m. The coaches left London at 8 p.m. and Norwich at 6 p.m. both arriving at about 1.50 a.m. at Bournebridge, where they were allowed five minutes to change horses and mails. Letters for Royston, Ware, etc. were sent by Caxton. A post to and from Ely ran on Tuesdays, Thursdays and Saturdays. Before the conveyance of mail by coaches, a letter from Cambridge to Royston cost 2d., which was increased to 3d. on the introduction of this speedier method.

In 1787 the London mail arrived at 7 a.m. and the return bag was despatched at 8 p.m., but by 1793 the service was accelerated, and the mail arrived at 3 a.m. and did not leave Cambridge until 11 p.m.

In 1791 the Cambridge postmaster was given an annual allowance of £49 to pay for the riding work undertaken when conveying letters to and from Bournebridge every day. This was computed as $10\frac{1}{2}$ miles @ £4 13.4 per mile per annum! For conveying the mail to and from Cambridge every day, the Newmarket postmaster received £60.13.4 a year (13 miles @ £4.13.4 per mile per annum).

In 1791 the Vice Chancellor of Cambridge, the Heads of Houses, the Mayor, Alderman and other persons signed a memorial for a direct mail coach between Cambridge and London. In turning down the application, Francis Freeling said "whenever a coach can be established at the same price for mileage as is now paid

over every other part of England" it would be established. Apparently the proposal was to pay £4.4.0 per mile per annum, including the guard's wages, whilst the usual rate was £3.0.10 per mile per annum plus 10/6d. per week for the guard. However, the first mail coach to run direct was the London/Wisbech coach, which service commenced on 6th February the following year. It ran from the Sun Inn, Cambridge, and completed the journey in 7½ hours. The route between Wisbech and Cambridge was via Chatteris and St Ives.

In February 1796 the postmaster at Huntingdon, stating that he made a loss of £63 a year on the ride to Cambridge, was forthwith granted an allowance of £6 per mile per annum, which was an increase of £21.6.8. One year's arrears were also granted! In May 1802 the Surveyor proposed that the mail should be guarded from Huntingdon to Cambridge and Newmarket and that the contractor would do this for an additional 6d. per day. This increase was granted to take place from the date of the rides being armed.

In 1805 a mail coach service was established between Newmarket and Cambridge at £6 per mile per annum, plus a charge of 1/- per night for waiting at Cambridge and a similar charge for guarding. This followed the resignation of the contractor who had performed the important rides to Bury and Cambridge.

In 1808 it is stated that the mail coach between Royston, Cambridge and Wisbech was a "disgrace to the Establishment". Its performance left much to be desired, but Mr. Boulton and other coachmasters commenced a new service the following April. This was a regular patent mail coach to Cambridge which was continued three times a week to Wisbech and four times a week to Lynn. In the interim they established a "good and sufficient carriage with two horses and careful driver to convey the mails and guard only between Cambridge and Royston". This carriage arrived in time to connect with the York mail coach, which carried the bags on to London. The Cambridge letter box had to close half an hour sooner, but it was thought "that will be amply compensated to the University and Town by the improvement of the general plan".

In 1812 the Ware, Cambridge and Wisbech coach was discontinued under pressure from the Treasury, whose letter stated that "the conveyance of the mail be provided for by other means".

However, following strong protests from Lord Osborne, the Vice-Chancellor and others, a contract was formed in June 1814 for conveying the mail by coach to and from Cambridge, Wisbech and London. However, the losses on this service were so large and the contractors so dissatisfied with the smallness of the earnings that in January 1816 Lord Francis Osborne was informed that at Lady Day the service would be discontinued. The service

appears to have continued, however, as the coach company applied for increased allowances in May 1817, when it was stated that the conveyance of the mails was partly by mail coach and partly by horse! This service continued to give trouble and was altered again in November 1820 to accelerate the Wisbech mail, but in April 1822 the mail coach was discontinued and the service was continued as a ride. The charge was £9 per mile, which was the lowest the surveyor could obtain for "an expeditious, armed ride."

The postal system was concerned mainly with the conveyance of letters between the post towns, and the inhabitants had in general to make their own arrangements for collecting their letters from the post office. Certain free deliveries were made to people's houses.

A most interesting series of letters is in existence regarding the free delivery of letters in Cambridge. The first is from the Cambridge postmaster and is dated 25th July, 1816. It is addressed to Francis Freeling and runs as follows: "Upon the complaint of a debtor in the Castle Prison some time since, against the charge of one penny per letter for delivery, it was directed (by letter from G.P.O.) that such charge should be allowed only when the residence was off the stones. Complaints of a similar description having at various times been presented . . . I requested, during an inspection of Mr. Western (the surveyor) . . . he would have the goodness to ascertain where such charge for delivery might be levied. I accordingly accompanied him in his chaise through the several entries of this town, including the village of Barnwell, where Mr. Butcher resides. It is true the Church of Barnwell is called St. Andrew the Less, in contradistinction to St. Andrew the Great immediately within the town, but the village is entirely separate from Cambridge and Mr. Butcher's residence is beyond the first milestone on the road to Newmarket. How far the extra charge for newspapers should be admissible as well as the above statement will wait your further directions."

Uriah Butcher lived at Barnwell Place, and the surveyor's letter to Francis Freeling (21st September, 1816) says: "A common on one side and fields on the other side separate Barnwell from Cambridge, and that village extends full a mile. If Mr. Butcher, who resides the 3rd or 4th house is to have his letters free so should the whole of Barnwell. I do not think we can extend the Letter Carrier's walk through the village . . . without admitting a principle that would knock up every penny post in the neighbourhood of a town."

The opinion of the Attorney General in 1814 on a similar application from an inhabitant at Brighton was "that the P.M.G. is not compellable to deliver letters at the ordinary rate of postage beyond the limits of the Post Town at houses which have recently been built upon ground formerly vacant ground, beyond the limits

of the town." So the application of Uriah Butcher (in 1816) was turned down, as were others in 1821, including one from a Mr. E. S. Pearce. "I have just entered on a house near the new College, Downing, called Benet Place, which is clearly within the town; I find that the limit of free delivery on the London side of Cambridge is Addenbrooke's Hospital, which was never before considered as a limit of the town."

Another letter dated 23.2.1821, from Edward Beck, Gothic Cottage, Regent Street, comments: "Regent Street is certainly not paved quite so far as my house, but the pavement comes within 50 yards. It is however lighted as the other streets, and would be paved thro' but the Commissioners are very poor, I mean in their corporate capacity."

In his letter to Francis Freeling, George Western, the surveyor "subjoins a sketch of the extent of the free delivery of the old town, such as it has been and still is, in which neither Mr. Beck's or Mr. Pearce's residences are included". He also goes on to say that someone who lives in Trinity Street has his letters "delivered by the Porter of his College (Trinity) who receives the penny, independent of the Postmaster."

In 1822 the contractor for the ride between Cambridge and Ely died and the Cambridge postmaster was selected for the new contract at the rate of £6 per mile. This allowance of £96 a year was a reduction of £37 but an additional allowance of £13.13.9 a year had to be added for a daily toll to be paid at Stretham.

Later in the same year complaints of delay in the transmission of letters between Cambridge and Saffron Walden resulted in the ride from Linton (established in 1813) being extended to Saffron Walden.

In 1823 the bridge leading to Newmarket and Ely was in such a ruinous state that it was taken down and a temporary one erected. The contractor taking the mails to Ely, Newmarket and Wisbech had to take a circuitous route of two miles. As they kept their time regularly on this very fast and important ride, their claim for £11.1.11½d. extra expenses was granted! By 1828 the coach journey between London and Cambridge was reduced from 7¼ to 5½ hours.

On 17th December, 1832 a Mr. John Phipps, of Little Shelford, wrote thus to Sir Francis Freeling:

"I have long been urged by the gentlemen, clergy and tradesmen residing in the villages on the London side of Cambridge to address you, respecting the conveyance of their letters from and to Cambridge. They have very long suffered much and serious inconvenience for want of a regularly appointed postman or letter carrier. It is two days post to Cambridge from most places except London and by the casual, uncertain as well as unsafe, common market carriers, we do not get our letters till perhaps late in the

evening of the 2nd or 3rd day, too late generally for answering by that evening's post — and no other way of sending them to Cambridge but by express — so that five or six days elapse before the answer to a letter reaches any part except London.

"The plan we beg to submit to you is that a regular letter carrier be appointed under your authority to bring the letters from Cambridge in the morning to these villages, and on his return in the evening to call and collect the letters for that evening's post — that for this accommodation an extra 1d. should be paid on each letter and that the man should account for the letters to the Post Master at Cambridge and receive from him regular weekly wages as the servant of the Post Office. From the increase in the average number of letters the extra pence would perhaps be an advantage to the Post Office, by amounting to more than the weekly wages paid to the man.

"These villages are all most conveniently situated one after another and the whole extent thro' them and back again, no more than a man would easily walk in a day.

"Their situation with respect to Cambridge are as I may describe thus :

Cambridge.

Trumpington/2 miles from Cambridge, about 550 Inhabitants.

Great Shelford/2 miles from Trumpington, about 800 Inhabitants.

Little Shelford/1 mile from Great Shelford, about 400 Inhabitants.

Whittlesford/2 miles from Shelford, about 500 Inhabitants.

Sawston/about 1½ miles from Whittlesford, about 7 or 800

Inhabitants.

Duxford/2 miles from Whittlesford, about 6 or 700 Inhabitants.

"The extent of the distance for a man to carry the letters would be about 10 miles. This he might walk easily — get his dinner and rest at Duxford, the last place, and return in the afternoon, calling for letters at the villages on his way back for the evening post....

"With your authority we would select a safe and trusty man for the situation and there are many we have reason to believe would be glad of the employ at what wages you thought proper (about 18/- or 20/- a week I suppose). The extra pence on the letters would more than meet the wages, I should expect."

As Sawston was at that time supplied with mail by a private bag, which was dropped by one of the coaches that passed through the village from Cambridge, there was some opposition to the new scheme, but luckily this was soon overcome.

On 6th February, 1833 Mr. Neal, the Cambridge Surveyor, gave the names of the proposed Receivers :

Trumpington — Mr. Wallis.

Great and Little Shelford — Mr. Woodin.

Whittlesford — Mr. Loft.

Duxford — Mr. Willis.
Stapleford — Mr. Robinson.
Sawston — Mr. Willings.

About 20,000 letters were handled by the Penny Post in the first year, and Sir Francis Freeling was able, on 20th February, 1834 to report a profit of £16.19.10 — "a most favourable result".

In July 1868 a penny post from Cambridge to Abington was authorised at an expense of £5.12.0, which was covered by the increase in revenue.

The Postmaster's salary and riding work book for 1838-43 gives some interesting details of the conveyance of mail during this period. There was a daily mail between Huntingdon and Newmarket through Cambridge at an annual cost of £433.9.0, later reduced to £328 for the 29 miles.

A daily ride between Huntingdon and St. Ives, to keep up the communication between Wisbech and the North Road, cost £54.12.0 for the six miles.

The daily ride to Saffron Walden cost £102 for the 15 miles, and another £3 for the two miles more going round in winter months.

All the above mentioned penny post receiving offices are shown as still open.

The conveyance of mails at this time was a hazardous business. In January 1840 Richard Chapman, the contractor for the mail cart between Cambridge and Saffron Walden, lost his horse in a flood. His cart was also damaged, but it was not until more than a year had passed that the Treasury granted him £10 as a gratuity!

The mails were normally conveyed at night and in February 1842 an application for a day mail between London and Cambridge was refused. However, after considerable negotiations with the Northern and Eastern Railway and with William Ekin, the "Cambridge Telegraph" coach proprietor, a day mail was commenced by the end of the year. The "Telegraph" coach ran daily (except Sunday) from the "White Horse", Fetter Lane, London.

The contract was for the conveyance of the coach by rail to Bishop's Stortford, where it was unloaded, and ran the rest of the way to Cambridge by road "under its own steam".

The letter bags were conveyed from the post office at Cambridge to the railway station in a one horse van formerly used as a hearse!

Early in 1844 an official post was established to Cherry Hinton, Fulbourn and Great Wilbraham. The expense of 14/- a week for a foot messenger was justified by the number of letters from these places which amounted to 242 in a week. A receiver at Fulbourn was paid £4 a year.

In 1845 the London and Cambridge day mail was extended to Ely, Brandon, Norwich and Yarmouth. Later the same year the discontinuance of the mail coach between London and Peter-

borough led to the Cambridge and Huntingdon ride being extended to Stilton for the purpose of supplying Huntingdon and Stilton with their London letters and maintaining the communications from these towns and Cambridge with the Leeds Auxiliary Mail.

Mr. Thomas Deane's tender was accepted for the Huntingdon ride, which was extended to Peterborough.

In July 1845 Messrs Bottom & Co.'s tender for conveying mail bags between Cambridge, Newmarket and Bury was accepted. Originally the service was to be by coach but this was later replaced by a mail cart. At the same time the contractors for the London, Cambridge and Lynn mail coach sent in their notice to quit. These bags were then sent by the Cambridge, Brandon and Norwich Railway. A post was established from Ely to Lynn to provide for the London bags for Downham. This was worked by a pair horse mail at 4d. per double mile. To provide for the bye correspondence a mail cart between Royston and Cambridge was established and the ride between Huntingdon and St. Ives was extended to Wisbech. A ride between Wisbech and Lynn was also authorised.

The Leicester and Yarmouth mail coach was costing £2830.8.5 a year and, with the railways continually expanding, arrangements were made to discontinue this service. It was maintained through London by means of the various night and day mails at a saving of more than £2600 a year.

The coming of the railway was not always the boon it might have been. Early in 1847 Mr. Bottom, the contractor for the day mail between Cambridge and Bury St. Edmunds, successfully applied to be released from that portion of his contract between Bury and Newmarket.

Mr. Bottom received no payment from the post office for this service, his only remuneration being the exemption from toll. With the opening of the railway between Ipswich and Bury, he was soon working his coach at a heavy loss. The post office had to pay the mail guard's second class fare, which amounted to £86.1.5 a year, and as there was no train from Ipswich running in connection with the day mail from London, the arrival of the mail at Bury was 1 hour and 40 minutes later than previously. Allowances of 6/- a week at Ipswich and 4/- a week at Stowmarket were received for conveying the bags to and from the stations, to enable Stowmarket to have a day mail from London for the first time. The sum of 2/- a week was allowed for a letter carrier for effecting this second delivery.

A memorial from the inhabitants of Bury, complaining about the later delivery, brought this comment from the Marquess of Clanricarde (P.M.G.): "If the Railway Co. would alter their trains, the P.O. would be glad to improve the accommodation afforded

to Bury."

At the same time Mr. Bottom commenced conveying the Newmarket day bag to and from Chesterford instead of Cambridge.

A memorial requesting a mail cart service from Cambridge to Caxton in lieu of that from Arrington was refused in February 1847 as there were not sufficient letters to warrant this.

The Eastern Counties Railway Co. opened a line between Cambridge and St. Ives on 17th August, 1847 and this line was soon carrying the mail. When it was extended to Huntingdon, the mail coach was taken off the road and Huntingdon was included in the new arrangement.

Mr. Bottom finally quit the Cambridge and Newmarket service on 30th September, 1847, two days after the opening of the railway from Chesterford to Newmarket. As the expense of sending the day bag by this branch railway would amount to £7 a year more than the revenue derived from it, the day mail service was discontinued.

It was stated that as the number of letters for Toft averaged only two a day (in 1848) no arrangements could be recommended for serving that village.

In 1849 the Eastern Counties Railway formed a junction at Ely of the night train to Yarmouth and Hull, and this rendered it practicable to give the towns in Bedfordshire and Huntingdonshire a direct communication with both the Northern and Eastern Districts. It was estimated that the new arrangement would save £51.13.7 a year in riding work. The only objection was that the despatch from Huntingdon was 2 hours earlier, but as the mail cart still did not leave before 8.40 p.m., this did not give cause for a serious complaint.

The following services were discontinued: the ride between Cambridge Road junction and Holbeach; the Huntingdon and St. Ives ride; the Huntingdon, St. Neots and Bedford mail cart, and the Huntingdon and Peterborough ride. The new services were established as follows: ride from March through Wisbech and Holbeach; ride between March and Chatteris; mail cart from Cambridge through St. Neots and Bedford; messenger between Huntingdon and Buckden, and ride between Peterborough and Stilton.

The contractor for the mail cart service between Cambridge and Huntingdon was given a further £20 a year to go by way of St. Ives to provide for their service.

Early in 1850 the double ride between Bury St. Edmunds and Cambridge (through Newmarket) was substituted by single rides from Bury to Thetford and from Newmarket to Ely. In addition to a considerable saving of expense the cross post circulation was improved. Sunday cross posts were abolished at this time and one of the first to be discontinued was the Cambridge, Milton

and Waterbeach Sunday post.

Another considerable saving was effected in May 1850, when the Cambridge, Linton and Saffron Walden ride was replaced with a ride between Linton and Cambridge only.

On 30th June, 1850 the Newmarket Railway was closed and a Mr. Bolton offered to convey the day mail bags between Cambridge and Newmarket for the privilege of exemption from tolls. As this saved £30 a year it was accepted and once again these mails were conveyed by stage coach!

Late in 1852 a memorial was received asking for a later despatch of the day mail from Cambridge to London. This was turned down but a suggestion was then made that the Great Northern Railway be employed for this conveyance of mail, which was also rejected.

In April 1853 the Railway Companies consented to erect letter boxes at various stations at their own expense. An allowance was given at Cambridge to provide for the collection of mail from this letter box. The allowance was computed at £3 per annum for every double mile and so Cambridge was allowed £8 per annum.

In September 1853 the free limit for the delivery of letters was extended and two auxiliary postmen were employed at 6/- a week each, and the sub-postmaster at Chesterton was given an increase in salary of £5 to £20 for extension of his own delivery.

In July 1856, following the death of the contractor for the Cambridge Station mail cart, the tender of Mr. William Arnold was accepted. The old payment for this ride of about one mile each way, which was performed four times a day, was £60 a year but Arnold undertook the duty at only £43.

Later in the year five pillar boxes were established and allowances of £3 a year to cover the collection were made to the receivers in Bridge Street and Trumpington Street, and to the postmaster. The receiver at Eden Chapel was allowed £5.

In September 1858 Mr. Arnold undertook to perform an additional trip between the P.O. and the station with the London day mail, when the up day mail from Yarmouth arrived after the proper time. He was given another £12 a year but was still receiving less than the old contractor!

In 1859 a pillar letter box was erected near St. Paul's Church and an allowance of £2 a year granted to provide for the collections.

In August 1860 Anthony Trollope, who was at that time a post office surveyor in charge of the Eastern District, made a report for improving the accommodation for sorting letters at Cambridge by the erection of an additional pillar box at Maid's Causeway and the establishment of a third collection from most of the receiving offices and pillar boxes. Chesterton, which was described as a "suburb", was to have a second daily delivery and

collection.

All this was to cost no more than £20.15.8 a year and had been most carefully worked out. The allowances for the receivers at Bridge Street, Barnwell (James Street), Hills Road, Trumpington Street and the Chesterton sub-office were reduced from £80 a year to £33. Two messengers at 14/- and 12/- a week were to be employed to effect all the collections. The former would also tie the bags in the office and the latter would deliver at Chesterton. Trollope had recently moved to Waltham House at Waltham Cross and was writing "Framley Parsonage" and "Castle Richmond". His autobiography is full of interesting detail about his work with the post office. By the end of September a letter box was erected at "the cross roads, New Chesterton."

Trollope pressed for a letter service between London and Cambridge, or the employment of additional staff at Cambridge to increase the efficiency of both the delivery and collection of letters. Various excuses were made for some time for not acceding to his suggestions, but in May 1867 three more officers were appointed at the Cambridge P.O. More minor changes occurred in July 1868 and the deliveries were accelerated. At this time the sorting office at Ely station was abolished and this resulted in more sorting being done on the travelling post office plying between Peterborough and London. The third mail to and from London was effected by means of an ordinary train, and a messenger attached to the Cambridge office travelled with the bags.

In August it was proposed that the third mail should be sent by the Great Northern line via Hitchin, as the trains by that route would "afford more postal accommodation" and the expense would be less. In December these measures were brought into force.

In October 1866 a wall-box was erected in George Street, and the receiver at Barnwell was granted £2 a year to convey his bag to the Cambridge office, a duty which was until then performed by the station messenger.

In 1870 a later dispatch on the Great Northern Railway was established for certain towns in the Eastern District as follows :

Town	Letters weekly	Train leaves town	Train reaches London	Cost for station service
Cambridge	1,710	7.20 p.m.	9.20 p.m.	Nil
Hitchin	820	8.12 p.m.	9.20 p.m.	3/- a week
Huntingdon	1,080	7.04 p.m.	9.20 p.m.	1/- " "
Peterborough	1,680	8.25 p.m.	10.10 p.m.	Nil
St. Neots	590	7.20 p.m.	9.20 p.m.	2/6d. a week
Hatfield	1,030	8.45 p.m.	9.31 p.m.	1/6d. " "
Biggleswade	1,360	7.44 p.m.	9.20 p.m.	2/- " "
Spalding	2,030	7.38 p.m.	10.10 p.m.	2/- " "
Total	10,300		Total Cost	12/- a week

A portion of these letters was received in time for the mid-night dispatch out of London and the rest were ready for early sorting in the circulation office before the ordinary night mails were received..

Late in 1874 the late day mail bag from Cambridge to London was sent via the Great Eastern instead of the Great Northern Railway at 6.57 p.m.

The following year there was a readjustment of the station service. Two mail messengers were employed and a hand truck was provided !

In April 1876 an early despatch of letters from London to Cambridge was established by the train leaving Liverpool Street at 6 a.m. and an additional delivery at Cambridge at 9.30 a.m. was commenced.

The object of the changes was to accelerate about 4,800 letters out of the 5,900 a week now arriving at Cambridge at 9.57 a.m. for delivery at 11 a.m. About 4,500 letters for the town from Bletchley and the North which were arriving at 6.35 a.m. also fell into the next delivery. This meant that about 9,400 letters a week were benefited to the extent of $1\frac{1}{2}$ hours. Eight additional auxiliary letter carriers were employed at 8/- a week each and this afforded much needed relief to the staff of letter carriers at Cambridge, whose duties were too heavy.

In October 1877 the town councils of Cambridge and Norwich asked that their letter carriers be relieved of Sunday duty once a fortnight. This was refused but it was pointed out that persons who did not wish for their letters on Sunday could always have them kept at the post office until the following day by giving written instructions to that effect. "If this feeling went so far as to amount to a wish, substantially unanimous, among the inhabitants, for the cessation of the Sunday delivery altogether, your Lordship would no doubt be happy to give effect to it." No doubt Sir John Tilley had his tongue in his cheek when he wrote that to the P.M.G. — Lord John Manners !

Late in 1882 the surveyor made a number of proposals for accelerating and readjusting the boundaries of the town deliveries of letters. Since the general revision in 1876 the weekly number of letters for the town delivery had increased by 19,000. The proposals included increasing the staff of letter carriers and the additional expense amounted to more than £292 a year, but it was considered that the service would still be conducted at a moderate cost.

The first delivery of letters, which occupied $2\frac{1}{2}$ hours and was not completed until after 9.30 a.m., would now be completed by 8.45 a.m. at the latest. By a speedier conveyance of the mail bags from the station, and the employment of an additional force for sorting, it would be possible to include in the first delivery the correspondence from the North mail, which arrived at

6.15 a.m. and which had been included in the second delivery. About 5,400 letters a week would be accelerated in delivery by 2½ hours. The three subsequent deliveries, which had been restricted and protracted, would now be general and completed in good time with the employment of the additional force. The district of New Chesterton, which had been served by the Old Chesterton Rural letter carrier, would be included within the boundary of the town delivery, this benefiting both the New and Old Chesterton correspondence. The letter carriers, who had been working excessive hours, would be relieved and the control of the staff would be strengthened by the employment of an inspector of letter carriers.

In 1883 a parcel post service commenced in Great Britain, and on 3rd July the cost of establishing this service at Cambridge was investigated. This service, obviously commenced as a direct parcel mail between Cambridge and Bury St. Edmunds, was established in October, as well as one between Hunstanton and Cambridge.

A special trolley for parcel post work was supplied on the 25th October, 1883 and an additional parcels van trip was established between the post office and the station on the same date. A direct parcel mail between Sandringham and Cambridge was in operation in November 1883.

In March 1884 an experiment was tried at Oxford when postmen on their way to work at about 4.30 a.m. made an early collection from the letter boxes. This proved to be so successful that the question of establishing a similar collection at Cambridge was taken up, but owing to the considerable expense involved (10/- or 12/- a week!), and the small number of letters involved, this was left in abeyance. In July 1885, however, steps were taken to effect this earlier collection from the town letter boxes. Subsequently it was found that in the first week in November 185 local letters (128 for the town delivery and 57 for the rural districts) were brought in, whereas an experimental collection made in March 1884 gave 70 a week only. In addition to this local correspondence, about 530 other letters were brought in, and of these the greater number being addressed to London were included in the new early despatch and were accelerated on the average by upwards of 2 hours. These results were not quite so striking as in the case of Oxford, but in view of the fact that the amended notice plates showing the new collections had but recently been affixed to the letter boxes, and that the public, therefore, had not had full opportunities for becoming acquainted with the new service, a larger increase was anticipated later on.

It was at this time that additional deliveries and collections were established to compensate for the cessation of the illegal system of delivery to colleges by private messengers. This is fully dealt with in the chapter on University post.

In August 1886 proposals were put forward for securing the general use of tramcars for postmen and messengers. At this time a payment of £30 a year was made to the tramway company for the carriage of station messengers with parcel baskets. The company offered to grant the general use of their cars at all hours of the day for postmen and telegraph messengers, when in uniform, for an annual payment of £55. As it was estimated that the officers would travel in the aggregate about 1,000 miles a week (i.e. at the rate of about $\frac{1}{4}$ d. a mile), this offer was accepted.

In November 1886 the results of the early morning collection, established in August 1885, were made known. These were summarised as follows:

Return of the number of letters brought in at the 2 a.m. collection from town boxes

Date	Letters for Town Delivery	Letters for Rural Delivery	For despatch to London or elsewhere	Total
a week in:				
March 1884	42	28	210	280
1-7 Novr. 1885	128	57	532	717
2-8 May 1886	289	92	818	1199
1-7 Novr. 1886	467	108	898	1473

The number of letters for the town delivery, the greater part of which could be reckoned as "new" letters (i.e. letters which would not have passed through the post at all but for the additional facilities afforded) increased nearly fourfold in the last year and more than 60% since the previous May. Estimating each article at $\frac{9}{16}$ d. (the average net postage) the additional revenue from the local letters (town and rural) was 43/- a week, whereas the cost of the service was only 14/- a week:

In June 1887 a receiving office was established at Castle End, followed by another at Newmarket Road in September. Following a letter to the Postmaster General from Mr. R. W. Penrose-Fitzgerald, M.P., a receiving office was opened at Victoria Road at the end of 1887.

Early in 1888 the tramway company applied for an increased payment for the conveyance of postmen and telegraph messengers and of mail bags and parcel baskets. They asked for the annual payment of £55 to be increased to £85 from 1st October, 1887. As a mail cart service would have cost £200 a year and the journeys made by the postmen and telegraph messengers would have cost £300 at the ordinary fares, the new rate was considered to be a reasonable one!

In March 1888 a delivery was established for Cherry Hinton Road and an allowance for this was granted to the Cherry Hinton sub-office.

In July the Peas Hill receiving office was abolished and a pillar box erected instead.

In July 1889 the tramway company asked for a further increased payment for the conveyance of post office "bodies" and equipment. The number of bags and parcel baskets conveyed by the cars to and from the station had increased to such an extent that they were a source of considerable inconvenience to other passengers. Moreover, this method of conveyance was now hardly safe. A portion of the mails was frequently left unattended on the pavement whilst the messenger in charge conveyed another portion into the office, the load being too heavy to be carried in one journey. The surveyor suggested that the time had come when the mails would have to be taken to the station in a special conveyance. The mail cart contractor undertook the conveyance of the heavier mails at an additional £85 per annum, which increased his contract to £465. The lighter mails were to be carried on foot and the tramway company granted the general use of their cars to the postmen only at a rate of £30 a year. In August 1889 an allowance was given for delivery of mails at the Common during Fair time.

In May 1892 an eyeletting-machine was supplied to the postmaster at Cambridge. If there was not a sufficient number of registered letters being sent out to warrant a bag, a separate post office envelope was used to enclose the registered post. This envelope was sealed by means of the eyeletting machine, usually three times in the form of a triangle.

In June 1894 Regent Street money order and telegraphic sub-office was established and a telegraphic sub-office was opened at Park Street.

Early in 1897 negotiations were opened with a new company, The Cambridge Omnibus Co., which had been formed in opposition to the tramways company and which gave a better service. The new company undertook to issue 58 season tickets to be used by 56 postmen, with or without mails, and 2 inspectors, the payment to be only £70 a year — about 5½d. a week per man.

The tickets were restricted to postmen who either resided over a mile from the post office or who would use the service for at least two official journeys every weekday. The distance travelled by each of them varied from 2½ to 12 miles, and no less than 35 out of the 56 were saved an average of 9 miles a day in walking. As the total number of journeys a week taken by the 58 men was about 1,800 or about 31 per man, the cost per journey came to less than ½d.! It was estimated that the saving in official time was the equivalent of the full cost of £70 and so the additional expenditure of £40 a year was approved. The company was asked to agree to a contract for three years, with the provision that

additional season tickets would be supplied pro rata, i.e. at a cost of 25/- a year each.

In March 1897 the De Freville Estate telegraphic sub-office was opened and postal orders were on sale. These were first introduced in this country on 1st January, 1881.

The following November the Cambridge and District Advertising and Bill Posting Co. Ltd. enquired whether and upon what terms they could be granted a license to deliver circulars in the Borough of Cambridge and in certain adjoining parishes. The answer, of course, was "no!"

A special newspaper bag by the 5 p.m. train from London was established just in time for Christmas.

In January 1898 a telegraph sub-office which sold postal orders was established at Richmond Road, whilst in May a money order and telegraph sub-office was opened in King Street.

In June an arrangement was made for the special collection of Messrs. Chivers and Sons' correspondence, with prepayment in cash.

In February 1899 a money order and telegraphic sub-office was opened at Silver Street and early the following year certain town sub-offices were allowed to close early on Thursdays.

On 24th July 1900 permission was given to Cambridge (and many other offices) to make up their own foreign and colonial bags on Fridays and Saturdays for the despatch to the circulation office.

At the end of the year the concession of free transmission of periodicals and remittances of the Postal and Telegraph Christian Association was discontinued.

A special separate newspaper bag by the 2 p.m. train from London commenced in March 1901. The following month saw the late delivery of North mail at Cambridge, due to the late running of the London and North Western goods trains from Bletchley.

Brookfields telegraphic sub-office, which was allowed to sell postal orders, was established in April 1902.

A lamp letter box was erected at Cherry Hinton Hall early in 1903 and an allowance was granted to the postmaster to cover the cost of collections. Apparently these were at first made on foot but in April it appears that they were then made by a mail cart driver.

On 11th February, 1903 permission was granted for town postmen to use cycles when on collecting duties but not when they were on delivery duties. During the same month a money order and telegraphic sub-office was opened at St. John's and a pillar box standing at Cavendish College was removed.

In June 1903 the omnibus company, which in 1897 had agreed to convey postmen, went into liquidation. Unfortunately the papers relating to this are no longer in existence but it would appear that

this service came to an abrupt halt.

On 27th July 1905 the P.M.G. signed a letter to the Treasury calling for the complete revision of the out-door services at Cambridge. It was pointed out that since the last revision in 1898 the letters and parcels for delivery weekly had increased as follows:

	At present	In 1898	Increase
Parcels	4,247	+ 3,734	29.15%
Letters etc	170,222	+ 127,346	

(Overstated at the last revision as 3,862 and 135,033 respectively).

It was proposed to revise the staff at an additional cost of £983 a year in order to effect the following improvements:

(1) Relief of overworked postmen and restoration of existing services to a proper footing.

(2) Establishment of an additional delivery at 4.45 p.m. during the long vacation, benefiting 11,140 letters and 160 parcels a week. Although this would cost £76 a year, it was pointed out that at present during the vacation the 4.45 p.m. delivery was suspended, and the absence of a delivery between 2.45 p.m. and 7.45 p.m. had given rise to complaints. During the long vacation 5 deliveries were made as compared with 7 during term time.

(3) Improvement of parcel deliveries and of collection services by the introduction of tricycle carriers.

(4) Increased provision for the control of an augmented staff by the appointment of an additional assistant inspector of postmen together with improved scales of pay for the controlling force.

(5) Improved provision for station services and for the duties of leave absentees.

Under the proposals the increase in cost of the delivery and collection services would be 27.32%, compared with a work increase of 29.15%, and the cost per unit would be reduced from £25.11.4 to £24.16.0.

This new scheme met with Treasury approval and was carried out.

A wall letter box was erected at Gog Magog Hills in August 1907 and in the same month a special bag from Cambridge to the Foreign Section in London at 8.40 p.m. was established.

In June 1908 a service from the post office to the station at 7 a.m. was established, whilst in August a wall letter box was erected at Station Road.

In June 1910 it was decided that many post offices, including Cambridge and Cherry Hinton Road telegraphic sub-office, would work restricted hours during Bank holidays.

With the outbreak of war in 1914 it would appear that more decisions on the conveyance of mail were left to the local postmasters as few minutes exist relating to this side of post office work. One thing the war did was to hasten the change over from

the old horse-drawn mail carts to motor vehicles or even to rail transport. Early in 1917 a major overhaul of services from Cambridge to some of the villages took place. Mr. Ellis Merry, who was the contractor for several horsed mail cart services working from Cambridge, gave notice to terminate his contract on 28th February and said he was not willing to continue even on a temporary footing, after that date.

The services were as follows :

Service	Contract payment per annum	Temporary War increase per annum	Total cost per annum
To Burwell	£150	Nil	£150
„ Caxton	£150	£22	£172
„ Elsworth	£160	£12	£172
„ Over	£160	£12	£172
„ West Wrattling	£160	£27	£187
„ Willingham	£160	£12	£172
Totals	£940	£85	£1025

Tenders were invited by public advertisement for the performance of these services either by horsed or by motor vehicles. Even by taking the most favourable offers the total cost of maintaining all the road services amounted to £1,832 or £807 a year more than previously. In view of the large increase, the question of transferring the mails to rail was considered and it was found that this could be arranged without unduly prejudicing the postal service on all routes except that to Elsworth, which traversed a district remote from any line of railway, and the West Wrattling route on which the transfer of mails to rail would have involved increased expense instead of economy. The total cost under this scheme was £1,308 a year so long as the London and North Western, Great Eastern and Great Northern Railways remained under Government control. This was still £283 a year in excess of the old cost, but £524 a year less than the cost of maintaining the times of the deliveries by means of road services on all the routes.

The use of the railway, besides effecting this substantial economy, set free several drivers either for military service or for other drivers' work which was more necessary at that time. As the district concerned was not a populous one, it was not thought necessary for Sunday services, which were discontinued.

In October similar arrangements were made for mails to Little Wilbraham.

The midnight collection was abolished at Cambridge in May 1922.

The arrangements made in 1917 to convey mails by rail appear to have been abolished early in 1924, when it is noted that : "Town collections and parcel deliveries and collections, Over, Willingham

etc., Official Motor Services introduced."

An official motor van service was established between Cambridge and Royston in April 1924, when the latter was reduced to the status of a scale payment sub-office. Motor services were introduced into most of the rural post areas in Cambridgeshire during the year.

In June the Withersfield and Thurlow offices were transferred from Newmarket to Cambridge.

Motor cycles were introduced to speed certain services in 1925 and the engineer at Cambridge had to find accommodation for them. There was a revision of the outdoor town force and an extension of the town delivery area. The first mention of a "departmental motor cycle combination" being involved in an accident is in 1934 when one was involved in an accident and damaged by a car driven by a Mr. A. P. Rossiter, who is described as an "outsider" — a delightful way of describing a person not employed by the post office.

Many improvements have been made in the conveyance of the mails during the last thirty years but space unfortunately does not permit listing these, even in note form.

A fitting conclusion to this chapter is provided by the following paragraph in the Cambridge News of 15th November, 1967:

"Mr. David Ingrey today became the first British postman to make a delivery round pulling his mail instead of carrying it. With a trolley to take the load off his shoulders and put it on wheels, he set off along Mill Road to make his first deliveries.

The trolley, looking like a mobile golf caddy, has been made by Shelford Engineering Co. Ltd., for a post office experiment to ease the burden of Britain's postmen.

'It is to be tried out experimentally in a number of centres, the idea being to see its effects on weight carrying and speed of travel' said the Assistant Postmaster, Mr. P. G. Croucher.

Mr. Tony Wheeler, joint managing director of the Shelford firm, said: 'This idea has been tried out in the U.S. In co-operation with the G.P.O. we designed our own from steel tubing, on the golf caddy principle, since we manufacture caddie cars. They are being tested throughout the country over the busy Christmas period. Four have been delivered today in Cambridge and tomorrow and on Monday 200 will be delivered to various parts of the country'."

CHAPTER II

GROWTH OF POSTAL TRAFFIC

A series of volumes dealing with "Letter Returns" is held at the General Post Office in St. Martin's-le-Grand and these give a most comprehensive picture of the growth in the volume of mail from 1842 onwards. It is quite impossible in the space available to reproduce these figures in full, but some will be quoted and it is hoped that these will illustrate the trend over the years.

The number of letters delivered in a week at Cambridge in each of the months in 1842 was as follows :

Week ending	23. 1.42	—	14,246
	20. 2.42	—	16,182
	20. 3.42	—	13,820
	24. 4.42	—	13,608
	22. 5.42	—	13,161
	19. 6.42	—	11,518
	24. 7.42	—	11,067
	21. 8.42	—	10,610
	22. 9.42	—	11,359
	23.10.42	—	14,646
	20.11.42	—	15,239
	25.12.42	—	13,230

It is interesting to note that the highest figure includes the 14th February, St. Valentine's Day, and when one looks at the modest figure for the week ending on Christmas Day it must be remembered that Christmas Cards had not been invented in 1842. Formal letters of good wishes were sent at this time and it was not until the winter of 1846 that the first card appeared in stationers' shops, and then only 1,000 copies were available.

The first time a figure of over 20,000 was shown in the lists was for the week ending 21st February, 1847, when 22,418 letters were delivered.

The figures shown for the last four months in 1855 were subdivided as follows :

(1) Number of letters, including all packets paying the full letter rate of postage; (2) Number of book-packets, including chargeable newspapers, whether paid or unpaid, and (3) Number of free newspapers.

The figures were as follows :

	(1)	(2)	(3)
September	19,863	1,017	2,636
October	25,062	1,134	2,620
November	24,652	960	2,926
December	22,265	950	2,401

It is interesting to see why these letter returns were suddenly sub-divided after being quoted as one figure only for over 13 years. It is necessary to go back to 1711 to cover the story fully. In that year a newspaper tax was imposed for the first time and was at the rate of $\frac{1}{2}$ d. per copy. This tax was periodically increased until by the year of the French Revolution it had reached 2d. and it rose to 4d. by the end of the Napoleonic Wars.

Newspapers were allowed to pass through the post free of charge.

The newspaper stamp duty was abolished in 1855 and they were still permitted to go free if they bore an impressed duty stamp. In other words a publisher could decide to continue paying the tax if he wished and in return he had free postage. As the duty was now only 1d., and the postage of 1d. only covered the first ounce, the majority paid the tax. For example, "The Times", whose postal subscribers were 40% of its circulation, invariably exercised their option. If, however, a paper had a local circulation within the boundaries of a town, the publisher could well afford to dispense with the franking privilege. As a matter of interest the writer has in his collection a copy of the "Cambridge Independent Press" dated 13th February, 1869, with a fine impression in red of the one penny tax stamp. In 1870 free newspaper transit was finally abolished.

Rowland Hill, Secretary to the Postmaster General, started a book post as early as 1848 and was encouraged in this by the Government who were alarmed at the number of people who still had to sign their marriage certificates with a mark. This figure was quoted as 40% in 1839 and was still roughly the same nine years later. Books could be sent through the post at the rate of 6d. per pound, but in 1855 the rate was reduced to 4 ounces for 1d., 8 ounces for 2d., and 1 lb. for 4d. At these new rates about 3 million books were despatched during the first year.

Commencing with the year 1858 the returns were compressed to one week in each quarter, and the following are those for 1859 when the figure soars to over 30,000 for the first time :

		(1)	(2)	(3)
Week ending	21. 1.1859	26,955	1,362	2,527
	21. 4.1859	27,574	1,751	2,424
	21. 7.1859	22,791	1,386	1,731
	21.10.1859	30,588	2,103	2,466

The returns for registered letters only were commenced in 1857 and were for seven years only, viz : 1857 - 2,931 ; 1858 - 3,327 ; 1859 - 3,695 ; 1860 - 3,675 ; 1861 - 3,732, and 1862 - Inland, 3,927, Foreign, 165, Total 4,092. The increase in 1862 was due, no doubt, to the fact that the registration fee was reduced from 6d. to 4d. in that year and was at the same time made available for many places abroad.

To assist trade, special rates for overseas letters containing samples were started in the 18th century but it was not until 1862 that the official foreign pattern post was established with the inland service in the following year. It was intended for trade patterns and samples only, and no articles sent in this way could have any intrinsic value. Packets weighing 4 ounces and under went for 3d. and even bulky samples up to 24 ounces paid only 1/6d.

The number of packets sent by inland pattern post was quoted separately for the first time in 1864 and was as follows :

Week ending	21. 1.1864	—	11
	21. 4.1864	—	49
	21. 7.1864	—	30
	21.10.1864	—	52

The figure was up to 93 for the week 15th to 21st October 1866, whilst in 1871, when the pattern post was abolished owing to the letter rates being lowered, the figures were up to 211, 254, 191, 270 and 245 for single weeks in January, April, July, August and September. This big increase was due in the first instance to the reduction in rates to $\frac{1}{2}$ d. for every 2 ounces in 1870, and to people who were abusing the privilege. Such tricks as posting odd stockings on separate days were not easy to check without an army of investigators.

On 1st October, 1870 the British post office put postcards on sale. The first figures quoted for this service were for a week in the quarter ending 31st December, 1870, when the number delivered in Cambridge was 3,651, and the following December this had decreased to 2,634.

The number of letters delivered in the week 15th to 21st October, 1866 was 41,048, the first time the 40,000 mark had been reached. Six years later, during the same period, the number exceeded 50,000 for the first time, being 51,208. Postcards exceeded 5,000 for the first time in November 1877, when 5,106 were delivered.

The number of letters registered at Cambridge was again given in 1880, when no fewer than 27,753 were dealt with, 25,839 by the public and 1,914 official remittance letters. In the same year, the number of book packets and circulars jumped to an average of 13,725 a week, against a similar figure of 10,793 the previous year. The reason given was that a large number were being received from London.

When the letter carriers force was increased in 1882, it was stated that since 1876 the weekly number of letters for the town delivery had increased by upwards of 19,000.

The number of items posted is shown for the first time in 1887, when the numbers for a single week were given as :

Letters 77,389 ; book packets and circulars 8,289 ; newspapers

5,726; postcards 11,011, and parcels 1,761. This was the first time that a figure had been quoted for parcels, the official parcel service not having commenced until mid 1883. Part of a minute dated 13th November, 1886 reads that since 1883: "the letters for delivery have increased from 102,400 to 117,600 a week, i.e. by 15% and the number of telegrams from 134,398 to 187,034 a year or 39%.... the number of "forward" (posted) letters has increased by upwards of 8,000 a week and parcels by upwards of 1,000 a week since last year." These figures do not appear to agree with the figures shown on the returns, but as the latter are only averages and the minutes wished to convey a rosy picture to the Treasury, no doubt the highest figures for a single period were quoted!

A minute of 16th June, 1890 quotes some interesting figures for the years 1886 and 1889:

	1889	1886	Increase
Letters etc. for delivery weekly	149,492	117,631	31,861
—do— forwarded	17,238	13,352	3,886
Parcels weekly	10,017	6,782	3,235
			(Decrease)
Money Order transactions yearly	17,017	22,391	5,374
Postal Orders yearly	133,372	76,195	57,177
Savings Bank yearly	12,975	9,799	3,176
Telegrams yearly	280,888	187,034	93,854

The decrease in the number of money order transactions was due to the increased popularity in the postal order service. When these were first issued on 1st January, 1881 they proved to be immediately successful, but there were only ten denominations, which left some gaps. For example, anyone wishing to send 2/- had to buy two 1/- orders, and there was no method of sending odd pence by the addition of stamps. This was changed in 1884, when fourteen denominations were introduced, and broken amounts could be made up with stamps. Sales boomed, as can be seen from the figures mentioned above.

The sample post which had been abolished in 1871 was revived for ten years from 1887 to 1897, when the Diamond Jubilee celebrations brought general postage reductions that made an inland pattern post redundant. Figures were quoted for Cambridge showing that 38 samples were posted in 1888 and 41 the following year. These were all posted in the town area and none were addressed locally. These figures were never reached again, except for 1891, when no less than 299 were posted in the rural area, all for delivery outside the locality.

It is interesting to compare the figures for the items posted in

the weeks beginning 14th August, 1892 and 12th February, 1893 :

	14.8.1892	12.2.1893
Letters	72,312	94,227
Book packets and circulars	10,200	17,954
Newspapers	5,512	7,511
Postcards	11,912	17,878
Totals	99,936	137,570
Parcels	2,230	3,166
Samples	15	20

The increase was due to the large number of circulars, letters and book packets posted by Messrs. Chivers.

The average number of letters and parcels for town delivery weekly was said to have increased by 36% between 1896 and 1898, the actual numbers quoted being as follows :

	1896	1898
Letters	103,645	135,033
Parcels	2,385	3,862

In 1903 the number of "official" and "private" postcards delivered during one week was given separately as follows :

Official	9,996
Private	19,573

This was the period of the picture postcard boom and the delivery figures of these increased to 26,844 in 1904 ; 33,488 in 1905 and 35,690 in 1906, the last time the figures are quoted separately.

When the Postmaster General applied to the Treasury for an increase in the outdoor staff at Cambridge in 1905, the figures quoted above for 1898 were found to be overstated. The letters and parcels for delivery weekly were shown as follows :

	1905	1898	Increase
Letters etc. weekly	170,222	127,346)	29.15%
Parcels	4,247	3,734)	

For the year ending 31st March, 1904 the number of letters etc. in sealed bags and "locals" not passing through the head office delivered during one week was shown for the first time as 683. This increased steadily to 1,282 in 1909.

In a letter to the Treasury dated 13th November, 1908 it was pointed out that the business at Cambridge had increased from 186 to 673 "units" between 1883 and 1908.

The last year available to record figures for is 1913, when the number of items delivered during one week is shown as : Letters 180,510 ; $\frac{1}{2}$ d. packets 60,715 ; newspapers 8,655 ; postcards 54,071, giving a total of 303,951 items. Items posted are shown as : letters etc. 282,897 and parcels 6,902. The previous year gives a breakdown as follows : letters 168,295 ; $\frac{1}{2}$ d. packets 49,938 ; news-

papers 4,795 and postcards 53,721, giving a total of 276,749 compared with 289,799 in 1913.

Through the courtesy of the Head Postmaster of Cambridge facility has been given to quote from the records maintained at Cambridge for the years 1946 and 1967. These figures show an enormous increase in both letters posted and letters delivered, both of which have doubled in the 21 years.

CHAPTER III

LOCATION OF OFFICES

The Post Office in Cambridge has had a number of varied locations from the earliest times to the present day, and the majority of these were at an inn or tavern, or on the site of one then demolished.

The first coach to run between Cambridge and London started from the "Devil's Tavern" in 1653 and it is highly probable that the post office was created at that tavern, which stood on part of the site of the present Senate House. Possibly the "Devil's Tavern" is to be seen on the plan of Cambridge drawn by John Hamond, of Clare Hall, in 1592 and it may be the large building on the corner of University Street and High Street which is partly hidden by the tower of Great St. Mary's Church.

The "Eagle" is one of Cambridge's oldest inns and has held a continuous license for over 350 years. Originally "The Eagle and Child", it was mentioned as the Post House in 1688 by Loggan in his plan of Cambridge. The plan of 1592 shows the carriageway from Bene't Street between numbers 6 and 8, but an earlier plan, 1574, has no such entrance. The evidence suggests that the original "Eagle" was built late in the 16th century or early in the 17th, though recent renovators have suggested that the footings of the site may be 12th or 13th century.

The "Eagle" was rebuilt about 1800 with slate tiled roofs and timber and plaster walls infilled with brick. The present gallery seems to represent an original feature and the dormer windows in the roof have genuine 17th century lead casements. Since 1826 the lease of the "Eagle" has been in the possession of Corpus Christi College. It is believed that there was an inn on the site of the "Eagle" in medieval times and that the yard has remained an open space ever since.

The location of the post office was next changed to a yard between the "Sun Inn", which stood in Trinity Street almost opposite the great gateway of Trinity College and Sidney Street, or Bridge Street as it was then called.

The London coaches ran from the "Sun Inn", and the post office is shown in Bridge Street on William Custance's survey of 21st May, 1798.

In 1804 the postmaster, Mr. Thomas Bond, purchased a house adjoining his own private dwelling with the idea of transferring the post office there, so that it was virtually under his own roof. The Vice-Chancellor of the University remonstrated against the removal, the chief objection being 'Its neighbourhood to the House of a Woman of bad Fame'. It would appear that the move took

place, however, as the 'obnoxious tenants' were removed a few weeks afterwards!

This move, in February 1805, took the post office back near to the Eagle and Child in Bene't Street, and it is shown there on Harraden's map of Cambridge. Baker's map (1830) shows the location of the post office as No. 24 Green Street, to where it was removed on 6th July, 1810, and the postmaster, Mr. James Brown, also carried on the business of the Provident Bank at the same address for many years. Brown died in October 1832 and the office was removed to No. 44 Sidney Street early the following year, the new office opening for business on the evening of Friday, 18 January, 1833.

In February 1846 authority was given for the establishment of a receiving house at the corner of Hill (sic) Road. The receiver's salary was fixed at £12 a year to include the duty of conveying the bag to and from the post office. The following June a memorial was received from the Corporation of Cambridge, soliciting the establishment of a second receiving house for letters to be placed near Eden Chapel. Once again the salary was £12, to include the duty of conveying the bag to the post office. A Mr. Apthorpe sent a letter recommending a person for the situation of receiver but was curtly told that nominations rested with the Lords of the Treasury. However, the opening of the receiving house was not granted.

In June 1847 James Hovell Turner was appointed postmaster and as he had no other profession, and the Sidney Street office was no longer large enough to accommodate the ever increasing business, the opportunity was taken to find larger premises.

The location for a new office was first proposed on 28th September and, following letters from the Mayor and Corporation, it was agreed to obtain premises in the centre of the town. The Corporation was to make a contribution in aid of expenses and therefore the Government would sanction additional expense from the revenue for the purpose of meeting the wishes of the town. Apparently this was quite usual in cases where the postmaster concerned could not afford to meet these expenses. Eventually a letter was received from the Mayor stating that unless the G.P.O. paid £40 per annum towards the rent of £70 per annum, the Corporation would withdraw.

The matter dragged on — the Council would not agree to arrangements made in October 1848 — and eventually, in May 1849, withdrew. Fresh arrangements were made and, as the new rent and taxes would amount to £100, it was suggested that an allowance of £45 be granted to the postmaster. By this time the original premises had been let, and it was agreed to obtain other premises from Mr. Sayle on a 21 years lease. New premises were

built at No. 4, St. Andrew's Street on the site of the "Brazen George Inn". By this time the postmaster and the surveyor (Mr. Neal) had obviously become so annoyed with delays that they moved into the new premises "without authority" before the lease and other matters had been properly arranged. It was agreed, on 15th August, 1851, that £45 would be allowed to the postmaster towards his annual rent.

On 22nd August, 1850 two more receiving houses were authorised. One was to be placed in the northern part of the town between the end of Bridge Street and St. Giles Church and the other in Trumpington Street near the Fitzwilliam Museum. The salary was to be £9 a year each, including the conveyance of the bags to the chief office twice daily. A second collection from the two existing receiving houses was to be established and the receivers were each to be allowed an extra £3 a year for the conveyance of the bags.

In January 1853 an expenditure not exceeding £9 was authorised for painting the outside wood and ironwork of the Cambridge post office, but it was suggested that the "execution of the work" should be postponed for three or four months "when probably the weather will be more favorable for it"! It is interesting to note that a bill for £12.18.10 for painting, etc., was authorised for payment on 17th April, 1855 and that in July it was suggested that the Mayor and Corporation of Cambridge might be willing to provide a town clock to be erected at the post office.

The following is a complete list of sub-offices under the post town of Cambridge in 1855: Duxford, Waterbeach, Cottenham, Quy, Linton (money order office), Great Eversden, Abington, Sawston, Great Shelford, Stapleford, Trumpington, Whittlesford, Milton, Landbeach, Histon, Chesterton, Fulbourn, Harston, Balsham, West Wrating, Castle Camps, West Wickham, Babraham, Ashdon, Little Shelford, Long Stanton, Cherry Hinton, Granchester (sic), Dry Drayton, Haslingfield, Great Wilbraham, Hildersham, and the four town receiving offices — Hills Road, Eden Chapel, Bridge Street and Trumpington Street.

In October 1857 the painting of the Cambridge post office was again authorised at the estimated expense of £7, so that there were three paintings in about 3½ years, which seems extravagant.

The third edition of the P.O. Directory of Cambridge shows that the P.O. was open from 1st March to 31st October at 7 a.m. and from 1st November to 28th February at 7.30 a.m.

In September 1858 it was found desirable to make improvements to the fittings in the post office and since these belonged to the postmaster it was decided to purchase them for £82.18.0. The alterations were to include an open counter for the public and the estimate of £184.6.0 to carry out the work by Mr. Kidd, a

Cambridge builder, was authorised by the Treasury on 30th September. Extra work was done, including providing an iron safe, at an additional cost of £15.14.4.

Further alterations were undertaken in 1864 to provide a proper and convenient letter carriers office, which was wanted at that time.

It is interesting to note from the P.O. Directory of 1864 that the following telegraph stations were open: Electric and International — Railway Station and 40, Market Hill. British and Irish Magnetic — Bull Hotel, Trumpington Street.

In June 1865 it was suggested by Anthony Trollope that money order business should be commenced at the Barnwell office, which must have been opened a short while before.

In September 1865 it was reported that the water used at the P.O. was exceedingly impure. An arrangement was made for a proper supply from the town water works, an expense of £11.10.0 was incurred for laying down pipes, etc., and an annual payment of £1.16.0 was authorised for the water supplied for office use. The postmaster was to pay the annual charge for water consumed in his official residence. When he read this, the P.M.G., Lord Stanley of Alderley, wrote: "If it is **necessary** the expense may be increased for the office, but I see no reason for allowing it in the case of the postmaster's residence". However, when it was pointed out to him that "... the department is fairly bound to provide its tenant with so essential a requisite," he agreed.

By 1866 pillar boxes were established at various points in the town including the railway station. Those at Maid's Causeway, Park Side, East Road, Conduit Head (Trumpington Street) and St. Mary's Passage were emptied three times a day and those at St. Paul's (Hills Road), County Court (Castle Street) and Chester-ton Road, twice a day.

The Victorian post box (illustration, plate 2) which is in a fine state of preservation, was situated to the left of the main entrance to King's College, but had to be moved during the re-laying of the cobbled surface of the College forecourt. The post office consented, only after strong pressure from the College authorities, for it to be reinstated, but to the right of the main entrance.

The inhabitants, or at least the Corporation, of Cambridge did not always appear to appreciate the post office. In November 1869 a proposal to erect a new P.O. building near to the intended new Corn Exchange was not "entertained".

In February 1870 a proposal was made to open a new receiving office in Hills Road, near St. John's Church, and that the old office in the same road be closed, the receiver being allowed the usual gratuity of one month's salary. The salary was to be the same as that of the old office, viz. £60 a year. The proposal, which was approved, also called for the removal of the pillar letter box

near St. John's Church to the vicinity of the old receiving office.

In June 1870 premises near the railway station were rented at £20 per annum for use as a stores depot and mechanics' shop, which were urgently needed by the Engineer's Dept.

Early in 1871 the landlord of the P.O. premises offered to enlarge and improve them as he owned some adjoining ground. The Office of Works considered his offer to be a liberal one and this offer was accepted at an addition of £34.10.0 to the annual rent, making it £114.10.0 per annum.

In October 1872 an application for the opening of a money order office at the Trumpington Street receiving office was granted.

In 1873 a sub-office was established at Oakington, and money order offices were established at Hills Road and Magdalen (sic) Street.

The G.P.O. took over the private telegraph companies in 1870 and in 1874 the Cambridge office was enlarged to provide "additional accommodation for telegraphs."

In 1875 a new money order and receiving office was opened at Sturton Town, Gwydir Street.

In Spalding's Street and General Directory of 1875 it is noted that "the Cambridge office is opened to the public for ordinary business at 7 a.m. It is always closed at 10 p.m. On Sunday the office is open only from 7 a.m. till 10 a.m. Telegraph business is transacted on weekdays from 7 a.m. to 11 p.m. and on Sundays from 8 a.m. to 10 a.m. and from 7 p.m. to 9 p.m."

In March 1876 an auxiliary letter carrier was employed on the road to Grantchester, and Croft Town sub-office was opened.

Early in 1878 it is noted that "Under the general scheme for re-organising the duties of the telegraph engineering staff, the H.Q. of the Superintending Officer in the Eastern District will be fixed at Cambridge." Suitable premises for him and his stores were found in Hills Road near the railway, and were rented on lease at £45 a year. In the same year a sub-office at Fen Ditton was established.

Spalding's directory for 1878 informs us that Mr. S. L. Ball was the clerk in charge of telegraphs, and for the convenience of persons living in country places, where no P.O. was near, letters would be registered by rural post messengers, who would receive letters for registration on their outward and on their inward walks whenever it was practicable for them to do so. There is a fine list of pillar posts and district offices, with times of clearing, which is reproduced in appendix.

During 1879 a sub-office was opened at Toft and a delivery was authorised. An application for the establishment of a telegraph office at the Hills Road receiving office was granted at an estimated cost of £18, and receiving offices were opened at New Chesterton

Road and Trinity Street, the latter to transact money order business.

In March 1880 it was decided that all branches of work were increasing to such a large extent that much more extensive and suitable accommodation was required for "the satisfactory performance of the service." It was 30 years since the last move and it was to be five more before the proposed move took place! As the proposals and counter proposals made during this period would make a small (but interesting) book in themselves it is not practicable to list them here but only to note that Mr. Sayle built an office at the corner of Petty Cury and St. Andrew's Street, and, despite many alternative offers, these premises were occupied on 12th December, 1885 and opened for business three days later. It is interesting to note that this building, erected on the site of the "Wrestler's Inn", is still standing, although no longer a post office.

A new money order receiving office was opened at West Road, Newnham, early in 1881 and the mail cart from Cambridge to West Wrattis was authorised to call at Babraham and Hildersham sub-offices.

Early in 1883 it was found necessary to remove the telegraph business and staff from the old office to provide accommodation there for parcels work. Suitable premises at a rent of £65 a year were found in Alexandra Street but immediately a protest was forthcoming from Mr. William Fowler, M.P. Apparently part of the same premises were about to be occupied by a political club! Mr. Fowler was told that: "... the Department has every confidence that its officers will not be led by this circumstance into any irregularities in the performance of their public duties."

The Great Eastern Railway Co. offered to provide a temporary parcels office at the station for a rent of £7.10.0 per quarter, which offer was gratefully accepted.

In February 1883 the Covent Garden money order receiving office was established.

A telegraph office was asked for at the Trinity Street receiving office early in 1884 and was recommended to the Treasury after the commencement of the next financial year. But one was refused for Barnwell Road the following February.

It was found necessary to extend the tenancy of the temporary telegraph office late in 1884 and also to provide additional accommodation for the telegraph engineer's office and stores depot in Hills Road.

In May 1885 a sub-office was established at Pampisford and Treasury authority was sought to incur an expenditure of £211 to remove the telegraph wires to the new post office at Cambridge and to provide a pneumatic tube between the counter and the instrument room.

raised the rent to £92 a year. The cost of removal, with indoor alterations and fittings and furniture, was estimated at £260.

As the new premises were large enough to accommodate all the staff and still provide a space for the increased requirements generally, they were taken.

In February 1890 the Great Eastern Railway Co., realised that the post office had not been called upon to make any payment for gas used in the parcel office at the Station, although it had been occupied by them since Midsummer 1883! It was agreed to pay in future and also to pay arrears on the basis of the consumption during the last year. It was estimated that the annual payment would amount to between £12 and £15.

On 17th July, 1890 a provisional order was given for the Cambridge Office to be converted to electric lighting.

On 9th June, 1891 it was proposed to change the name of the Barnwell receiving office to Fitzroy Street R.O. in view of the fact that there were now several other offices in the district and therefore the name had become misleading.

During October 1891 a telegraph office was opened at the Cattle Market, and at the end of 1892 a new money order town sub-office was opened at Cherry Hinton Road.

In February 1893 the National Telephone Co. exchange was connected with the post office, and the Little Wilbraham sub-office was established. The Quy sub-office was established in May 1893 and a wall box was erected at Herschel Road the following January.

In April 1894 a money order office was established at the Croft Town sub-office and in June a money order sub-office was established in Regent Street and also a sub-office in Park Street.

The Cherry Hinton Road sub-office had a telegraph office established in August 1894. A sub-office was established at Rampton in May 1896 and the following March saw the establishment of the De Freville Estate sub-office, which was allowed to sell postal orders.

In July 1897 it was found necessary to enlarge considerably the office and stores of the engineer (telegraphs) for the Eastern District of England which had been taken in 1890 at 100, Hills Road. Messrs. Thoday agreed to build the extension and the whole was let at a rent of £150 a year for 21 years. Extra fittings and furniture cost an estimated £240. At the same time a sub-office was established at Hauxton at which postal orders were to be sold and in the following month a sub-office opened at Whittlesford.

A revision of postal services in the rural districts between Cambridge and St. Ives was made in August 1897.

A sub-office under Cambridge was established at Madingley and the following sub-offices were transferred from St. Ives: Fen

Drayton, Swavesey, Over, Papworth Everard, Elsworth and Boxworth.

The salaries and allowances at the following sub-offices were raised : Histon, Oakington, Long Stanton and Coton. The Girton sub-office had an increase in salary and a sub-office auxiliary was employed.

In October a sub-office was established at Fen Ditton and early in 1898 another was opened at Richmond Road, with postal order sales authorised. Similar sales were authorised when the Teversham sub-office was opened in March. In May the King Street money order sub-office opened and in June the Lolworth sub-office, which had been due to open the previous August, was established.

In February 1899 a money order sub-office was established at Silver Street and in December an application from the sub-postmaster of Sturton Town to live off the post office premises was granted.

The year 1900 opened with the Cherry Hinton Road sub-postmaster being given permission to sell non-alcoholic beverages !

In February the following year a money order sub-office was opened in Sleaford Street, whilst in December the Newnham sub-office removed to new premises and the sub-postmaster was "allowed to retain a wine, etc. license"!

The sale of postal orders was allowed when the Brookfields sub-office was established in April 1902 and the following June the National Telephone Co. was allowed to open call offices at both the Newnham and Trumpington sub-offices.

Additional room was needed for telegraph work at the Head P.O., and the office porter's rooms were appropriated in July 1902. In November a memorial for a telegraph office to be opened at the Regent Street office was rejected, as the head post office was only 480 yards away and as a sub-office only had a local wire, which meant that telegrams handed in had first to be transmitted to the head office and then written out afresh and re-transmitted. In view of the delay caused, the extra expense incurred and the additional risk of error, the opening of telegraph offices at sub-offices was avoided when the distance involved was short.

In January 1903 a lamp letter box was erected at Cherry Hinton Hall.

When the St. John's money order sub-office was established the following month a post box was removed from Cavendish College.

Money order offices were established at the following sub-offices in March 1903 : Cherry Hinton, De Freville Estate, and Richmond Road. In the following June the Shudy Camps sub-office, which was allowed to sell postal orders, was opened,

whilst in the following month permission was given to the Fitzroy Street sub-postmaster to reside away from the P.O.

Early in 1904 a memorial for a telegraph or telephone office at the Romsey Town sub-office was refused and the following September that at Impington was abolished.

In June 1905 a money order office was opened at the Brookfields sub-office.

Late in 1906 a site and building had been acquired by National Telephone Co. for a telephone exchange.

It was decided to alter the designation of the Magdalen Street sub-office to Magdalene Street in March 1907 and in July 1908 Croft Town sub-office was changed to Grantchester Street sub-office.

In August 1908 wall boxes were erected in Station Road and Stapleford Road.

In October the Treasury sanctioned a proposal for the enlargement of the head P.O. at a cost of £4,600.

Apparently, the office had become so congested that both the chief and the local medical officers stated that the atmosphere was dangerous to the health of the staff. Since 1883 the business at the office had increased from 186 to 673 units, and the staff in number from 93 to 228, with the result that the sorting and postmen's offices, the instrument room and the telephone room were all badly overcrowded. The postmen were transferred to temporary premises to give more room for sorting work prior to the enlargement. In August 1909 the Cambridge P.O. was converted to electric light, followed in the next month by the installation in the Superintending Engineer's office.

In October 1911 a telephone extension was made available at the De Freville sub-office.

In February 1912 electric lighting was fitted at the St. Tibbs Row parcel office, and in April 1913 hot water was installed at the head post office.

In January 1914 a call office was established at the Trinity Street sub-office and the following month an extension of the telephone accommodation was carried out and additional equipment installed at the head P.O. Both the De Freville Estate and the Magdalene Street sub-offices had call offices established in April and Chesterton sub-office followed in August. In the following February call offices were established at the following sub-offices: Cattle Market, Hills Road, Romsey Town and Cherry Hinton.

On 14th July, 1917 the sub-postmaster of the Newnham sub-office resigned and the office was closed. A memorial was presented in October calling for the re-opening of this office, but this was refused, as it was pointed out that there was another office at Grantchester Street about 380 yards away. It was agreed that

although Newnham was a telegraph office, the former was not and it was proposed to make an enquiry with a view to the possible telegraph extension to Grantchester Street. A call office was established there in August 1919, and at Cherry Hinton Road and Newton sub-offices in March 1920.

In February 1922 garage accommodation was found for the department's motor vans.

In June 1924 both the Withersfield and Thurlow offices were transferred to Cambridge from Newmarket, while two months earlier the Royston sub-office had been reduced to the status of a scale payment sub-office.

In May 1925 a call office was established at the Mill Road sub-office and in July an exchange was opened at Great Shelford.

A sub-office was opened at Arbury Road in 1925 and a cat allowance was authorised at the St. Tibbs Row parcel office in October 1925.

Unfortunately the minute does not give the cat's name, and the author hopes that one of his readers will be able to supply the answer!

In October 1927 an agreement was made with the Cambridge Corporation for the establishment of a telephone call office at the Corn Exchange and in May 1928 separate cycle accommodation was provided at the head P.O.

It was in 1930 that Treasury authority was given for the new head post office and automatic telephone exchange in St. Andrew's Street (on lease) and the purchase of Petersfield Lodge for the new sorting office and garage.

CHAPTER IV

THE CAMBRIDGE POSTMASTERS

The first reference discovered relating to a Postmaster at Cambridge occurs as an entry in the "Calendar of State Papers — Domestic" dated 23rd November, 1624, at Newmarket. This was from Secretary Conway to Sir John Cutts and Tobias Palavicini. They were to settle a difference between the postmasters of Cambridge and Baberham concerning the right to apply to certain towns for post-horses on the King's service, which was claimed by both.

A further entry dated at Westminster 27th July, 1637 relates to amounts due to certain postmasters, and although the Cambridge postmaster is not mentioned, the following names are of interest :

Thomas Swinsed, of Ware	— 3/- per diem
Thomas Hagger of Royston	— 4/4 " "
Ralph Shert of Babraham	— 2/- " "
and John Cotterill of Newmarket	— 4/4 " "

Sir Roger Whitley, Deputy Postmaster General, wrote a series of letters to the Cambridge Postmaster commencing in December 1672, and addressed him as "Mr. Skyring". Various spellings of his name are known, which is quite usual at this time, when so much spelling of names and places was phonetic. Skyring wrote on 12th December, 1672 asking to be exempted from quartering militia ; he was the landlord of the Eagle and Child Inn in Bene't Street. Whitley replied as follows : "I am sorry you have noe Reliefe, as to ye militia ; my Ld. Arlington write to my Lord Allington, in your behalfe, and I have alsoe spoake to his Lordship about it, and did verily beleive all things were done to your content ; I will know his Lordships pleasure, and give you a speedy accompt of it." Although the letter is signed "Yor Loveing Freind", there was no love lost between Whitley and Skyring who were always at loggerheads.

Skyring had to keep the militia which had apparently been billeted with him but was promised to be "freed for the future". At this time his salary was £30 per annum but he had to pay £50 a year for running the bye-letter service, although he probably made a good profit on this. In January 1673 Whitley told Skyring he "must Expect noe money for Expresses untill I can p'cure it from his Matie. I will Endeavor to doe it for you as ye other Postmasters, but not pay it myself".

On 25th March, 1676 Whitley referred to a letter he had received from Skyring saying that he wanted to quit the service to Ely and that he would manage the rest for £30 per annum. Whitley offered £25 and said that he had to pay £8 to another to manage

it but finally gave way and had to make good the difference. Skyring was elected an alderman of Cambridge on 1st May, 1688 and continued to be postmaster until 1696.

Thomas Peck (Pook, Pooke or Pecke) was postmaster from 1697 to 13th April, 1715, when the office was filled by William Read. He continued in office until 1720. Joseph Parsons took over in 1721.

On 9th May, 1735 Ralph Allen wrote to the Surveyor at Thetford as follows: "Mr. Lumley. When the Postmaster Genls. Concerns admitt of your Absence from London. I desire you will enter upon a Survey of the Yarmouth Road. Begin with Cambridge, inspect into his management of the Bye and Cross Road Letters and particularly examine whether the North Letters are constantly dispatched to Caxton on Sundays in time by a horse post instead of a Messenger".

A further letter said "I am commanded by the Postmaster General to acquaint you that as soon as Mr. Carter arrives at Cambridge you and he are pursuant to your former Instructions, jointly to erect the New Branches in Norfolk and Suffolk."

Joseph Parsons was still postmaster at this time and it was not until 1739 that Daniel Love took over. His name is last recorded in the account books in 1744, and the following year two names appear. The first is Joseph Wildman and the second Thomas Nutting, who was twice Mayor of Cambridge and whose name appears until 13th June, 1755, when he was succeeded by his daughter, Mrs. Elizabeth Antrobus. She was Aunt to Thomas Gray, the Poet. Her husband, William Antrobus, was a fellow of King's College, Cambridge and he became rector of Everton, Northants. in 1726 and married Elizabeth on 5.2.1727. It was not until his death, in 1742, that she returned to Cambridge and eventually became postmistress, an appointment she held until her death in 1773.

A gentleman by the name of King Whitred, who was mayor of Cambridge, was postmaster in June 1773. He was described as a common brewer in the announcement of his death in 1779, when he was succeeded by yet another mayor of the town, Francis Tunwell, who continued until 1786. Tunwell was formerly a cook at Christ's College and in the Cambridge Chronicle of January 22nd, 1774 there is an advertisement of his informing the public of his continuance in the mercantile business and in his making of brawn. In 1787 Thomas Bond took office, but for a large part of the time he was the postmaster, his chief clerk, a Mr. Rose, appears to have transacted most of the post office business. Bond, also sometime mayor, was by profession a surgeon and apothecary.

In December 1793 the latter was subpoenaed to attend the trial of Swindon, the letter carrier, and Mr. Williamson, the post office surveyor, was sent to Cambridge to superintend the office. Mr.

Bond was said to be ill at the time! It was not until 1810 that matters came to a head and Francis Freeling admitted "... I have long felt uneasiness at its (P.O. at Cambridge) being in the hands of Mr. Bond, who tho' a most respectable character had recd. it almost if not wholly as a sinecure about 25 years ago and has always deputized the whole manual performance of the Duties to a Clerk. In short, Mr. Bond has merely given us his pecuniary responsibility, not even having the office kept under his own Roof."

However, it was not until 6th May, 1819 that Mr. Brown was appointed on the resignation of Mr. Bond. James Brown had to put up a bond of £600. He was also a clerk to the local savings bank and remained in office until his death on 19th October, 1832. Two persons immediately applied for the job. They were the clerk, Mr. Cranwell, and also a Mr. Bay. The widow, Mrs. Brown, also requested the appointment. All were refused, and on 29th October William Barsham took office; he was a farmer and had to produce a bond of £1500.

Barsham died in 1847 and James Hovell Turner, who had no profession, was appointed on 8th June, 1847 at a salary of £151 a year. The Surveyor, Mr. Neal, immediately reported on the inadequate salary of the new postmaster and a draft letter for the Treasury was submitted by Colonel Maberly on 2nd July. In less than three weeks the Treasury authorised an increased salary of £300.

In the property and income tax book for the year ending 5.4.1848, Turner's entry appears thus: (for $\frac{3}{4}$ of a year) Salary £295.16.6. Particular amount of Parliamentary deductions and payments thereout — £67.1.0. Amount of duty payable @ 7d in £ after deduction — £6.13.6.

The following year (a full year), the figures appear as follows: £370.10.0. £74.10.0 £8.12.8.

An amusing entry occurs in the minute books under the date of 9th June, 1851, viz: "I beg to submit that the Postmaster of Cambridge be authorized to claim in incidents the amount of the wages (£1.5.3.) which he appears to have paid to Rural Post Messengers and Letter Carriers in account of the 366th day occurring in Leap Year 1848 and for which he was not allowed in his current a/c." This was approved!

The following year (it was leap year again) the result was quite different, and the application was refused, the P.M.G. commenting: "... the Postmaster of C. is not out of pocket by the arrangement of the P.O. for the liquidation of the postal expenses in Cambs."

Turner must have been a clever man as he was always making proposals for improvements in post office matters. Early in 1852 he made proposals for the abolition of the bye-letter accounts, but apparently these proposals were similar to those submitted by a Mr. McLean, a senior clerk of the travelling P.O. Rowland

Hill (Secretary to the P.M.G.) commented: "Altho' some parts of Mr. McLean's plan are open to objection, I observe with satisfaction that the conclusions of so intelligent and experienced an officer, tend to confirm the opinion I have long entertained that these accounts may be dispensed with." Mr. McLean was thanked for his communication, but not so Mr. Turner! In fact, the following month he was informed that "any further communication he may have to make must be forwarded through the Surveyor of the District and not direct."

Within two years Turner asked for his increase in salary to £300 to be back-dated. This was bluntly refused.

Early in 1866, following a report from Anthony Trollope, the allowance for office expenses was raised from £50 to £60 a year, and the postmaster was reimbursed the excess of expenditure over the allowance for the previous year, which amounted to £8. The following month this sum was increased to £61.7.0 so as to include the water rate.

In July 1868 there occurred an accidental injury to a letter addressed to Cambridge, and a complaint was levied against Turner. The letter was sent from London by the solicitor of the old gas company at Cambridge, addressed to the Rev. Dr. Phelps, its chairman. The cover was delivered mutilated and the sender complained. He pointed out and "animadverted" upon the fact that the postmaster of Cambridge was the paid secretary to a new gas company which was established in rivalry to the other. Messrs. Hodgson were told that the damage was accidental and that "the Postmaster of Cambridge had efficiently and zealously performed all the duties which were required of him". Although the P.M.G. agreed, he was forced to add that "it shows how objectionable it is for the Postmaster to be occupied in the business of Public Companies."

In September 1872 Turner asked for an increase of salary. He was snubbed with the following reply: "I submit (he) be informed ... that you give due consideration to any application for increase of salary which are put forward in a suitable and becoming manner. But that there are other points demanding consideration besides the amount of business attaching to an Office and its character and importance, and amongst these is the way in which the Postmaster conducts himself towards the department and his superior officers. That you disapprove of the tone of his letters, and of his habit of putting forward his personal pretensions, and giving unnecessary trouble. That consequently you will defer, until an enduring improvement is manifested in these respects, the consideration which you would otherwise now give to the question of the adequacy of his salary".

Turner obviously used his persuasive powers on the Surveyor, because in the following February his salary was increased to

£420 a year. This is not quite such a handsome increase as it appears, for it was to include a separate allowance of £30 previously made for telegraph work and responsibility and was to form his whole increase from official sources; the stamp poundage (then about £104) being carried to the Revenue. The value of the office, including the estimated rent (£30) of the official residence was thus £450 a year.

Two years later Turner applied for another salary increase which was not granted. It was pointed out that he had "the advantage enjoyed by but few other Postmasters of obtaining a Residence at the very moderate cost of £30 a year, the external repairs being done at the expense of the Department". Some interesting facts were quoted: the only branch of the service at Cambridge in which there had been a material increase in the last two years was telegraphy, where the yearly number of telegrams had risen from 56,600 to 86,100. It was amusing to note that the salary of the Oxford postmaster — £500 — had been given under a misapprehension as to the extent of the duties there! At Cheltenham, Darlington and Carlisle, where the duties were heavier than at Cambridge, the salary was £450, and at Northampton, where the number of letters for delivery and the number of money order transactions were about the same as at Cambridge, the salary was only £400.

It is interesting to see that on 27th July, 1875 Turner was allowed to claim the sum of £20.18.4 which he had spent for office expenses in excess of his allowance for the two years ending the previous December. His allowance was increased from that date from £122 to £140 a year, but on 22nd May, 1876 he was allowed to claim £10.19.0 for excess spending in 1875. The allowance was once again increased from £140 to £150 on this occasion.

On 9th April, 1877 Turner's request for an increase in salary was once again refused, although it was agreed that the business of his office had considerably increased since his salary had been fixed at the present amount.

Turner persisted and had a further application for a salary increase refused on 12th March, 1878. Late in 1880 it was agreed to increase Turner's salary by £25 a year to £475, despite a plea by the surveyor to make it a round £500. So the following February Turner complained that he had not been promoted, although he had been appointed some 34 years previously. It was pointed out that Turner was appointed by the Treasury and that it was not until eight years later that the Treasury restored to the P.M.G. the power to nominate to the more valuable post offices. The reason for this was that the P.M.G. could appoint and also promote from one town to another. Although he was eligible for promotion, the class of postmaster to which he belonged had not been in the habit of asking for preferment. Thriving

tradesmen with old established businesses were naturally loath to leave their own towns. A small rise in official salary will ill requite them for the severance of old ties and connections. However, as is noted above, Turner on his appointment was said to have "no profession", and it appears that he had some just cause for complaint.

Turner got his increase early in 1883 but only because the postmaster at Oxford had his salary raised to £550. It was felt that the salaries of the two offices should not be more than £50 a year in favour of Oxford, where the amount of business was as a whole greater.

Turner immediately made application to the Treasury for compensation of £200 a year for the loss of promotion. In the reply to the Treasury the following remarks seem to indicate that Turner was a man of considerable ability: "I can speak of Mr. Turner in high terms, and I doubt not that what is stated of him in the Savings Bank Report of 1871 was amply deserved. But whether, when P.O. servants apply for preferment and do not obtain it, Your Lordships can undertake to compensate them for their disappointment is a large question, and one which I must leave for your Lordship's consideration. The Decimal Coinage not being a P.O. scheme, whatever evidence Mr. Turner may have given on that subject must have been given in his private capacity".

Turner's application was turned down, and he appears to have lost heart after that, for in less than a year the following is minuted: "Delay in forwarding claims for Extra Duty, Sunday and St. Valentine's Day, Postmaster and chief clerk — neglect of duty".

Turner's office expenses for 1883 exceeded his allowance by £37.1.8, and as this was due to the establishment of a parcels office and the opening of the separate telegraph office, this sum was refunded to him. In July 1885 Turner pointed out that when the new Crown Post Office was opened he would lose his official residence, for which he was paying a rent of £30 a year. He represented that it would not be possible for him to obtain a suitable private residence for less than double, exclusive of the rates and taxes, which owing to an oversight on the part of the Inland Revenue Office, he had not hitherto been called upon to pay. He asked for his salary to be raised to compensate him for his additional expense. This was turned down, with the remark that: "... (he) has reason to congratulate himself on having occupied for upwards of 30 years a residence rented considerably below the market rate."

The new office opened for business on 15th December, and on 8th January, 1886 the records state: "Delay in forwarding return called for by Secretary — unbecoming remarks by Postmaster".

Nevertheless, in April 1886 the sum of £81.8.2½d. was refunded to Turner, being the excess of office expenses for 1885.

In February, 1887 there was another delay, this time in forwarding the return of College letters

Whether Turner was on the carpet or not, the fact remains that a carpet was authorised for his room on 26th June, 1887!

The office expenses for the new office exceeded the covering allowance by £201.1.11 in the first year, and this sum was refunded and the allowance was raised from £143 to £290 a year from 1st January 1888. An allowance of 15/- a week was also granted for cleaning.

At the end of 1888 Mr. Turner was relieved from morning and evening inspecting duty.

The 1887 office expenses exceeded the allowance of £143 by £117.15.9 and this sum was refunded.

It was stated that the settlement of the account had been delayed "in consequence of the numerous enquiries which had to be made". The P.M.G., H. C. Raikes, whilst approving the refund made the caustic comment: "I cannot think that the enquiries if properly pressed could excuse so long a delay".

He signed the minute on 12th January, 1889! But on 16th September, 1889 it was reported that the office expenses for 1888 showed a surplus!

On 9th April, 1891 it is known that Mr. Turner was on sick leave and that Mr. Arscott, the chief clerk, was in charge. In June the appointment was declared vacant and the P.M.G. was prepared to appoint Mr. Adams, postmaster of Leamington, if he was prepared to take up his duties without delay. However, Mr. J. Lambert, postmaster of Lincoln, was appointed on 12th August, 1891 and took over his duties on the 22nd September. In January 1897 the question of postmasters over the age of 60 being retired brought to light the fact that Mr. J. Lambert, although being 61 years old, was certified to be fairly efficient and, provided that he continued so, he would be allowed to remain in office until he attained 65 years of age.

A minute dated 13th July 1900 stated that the postmaster's salary had been reduced. Mr. Lambert was superannuated in September 1900 and Mr. F. W. Woodard, a travelling clerk in the confidential engineering branch, was appointed to fill the vacancy. His salary was already £500 a year, which was the same as the salary at Cambridge, and he took over his duties on 1st November.

In January 1906 Mr. Woodard's salary was raised to £525. In September the following year he applied for and obtained the appointment of Postmaster of Derby. It was stated that he was an exceptionally good controlling officer who had completely reorganised the work on both sides (postal and telegraph) of the office since his appointment at Cambridge.

He had been awarded full marks in his last confidential report, was 46 years of age, and was first appointed in November 1879.

The best candidate to answer the advertisement of the vacancy in the P.O. circular was Mr. C. Carwithen, an assistant surveyor (2nd class) Eastern District. He was reported to be "thoroughly conversant with all branches of surveying work, and is quite fit at the present time for promotion to the rank of Assistant Surveyor, 1st class. He is extremely industrious, very steady, quick, thorough in his work, very zealous, and I have no doubt that he would carry on the duties of a postmaster most creditably. He is of good appearance and address". Apparently Mr. Carwithen had been acquainted with the working of the Cambridge office for nearly 16 years and had dealt with staff revision and general questions of administration there. He was 44 years of age, was first appointed in June 1881 and had held his present position since February, 1894. His salary was £385 which would in ordinary course be raised to £400 in February 1908. He was appointed on 19th December, 1907.

It was a coincidence that when the postmastership of Derby became vacant in 1913, due to the promotion of Mr. Woodard, Mr. Carwithen was appointed to follow his predecessor. It was now stated that "he had done excellent work at Cambridge." He had been very successful in dealing with a somewhat troublesome staff and his salary had risen to £560.

In August, the vacancy at Cambridge was filled by the appointment of Mr. A. Bell, postmaster at Great Yarmouth; he was 50 years of age and had 33 years established service. He had occupied his present post for about three years, his salary being £430, although this was due for revision the following month, when it would probably have been increased to £460. Viscount Herbert Samuel, who was P.M.G. at this time, was told that the question of filling this vacancy had required exceptional consideration in consequence of the peculiar features which obtained in the case. The conditions of Cambridge not only necessitated the appointment of a postmaster whose knowledge of postal work and whose efficiency were undoubted, but also for the possession by the postmaster of other qualities of a personal character. The postmaster was brought closely into contact with the College authorities, and undergraduate life, and it was essential that he should be possessed of considerable tact and discretion. Mr. Bell took office on 17th September, 1913, but before he did so there was a fracas at Great Yarmouth. Three boy messengers were involved in the theft of a cycle lamp. They were called on to resign and it was stated that Mr. Bell "exceeded his authority."

Bell was appointed postmaster at York at the end of 1917, when Mr. Hughes retired from that office. Mr. Bell was stated to be an

active and intelligent officer with good judgment and powers of control. He was classified as an "excellent" postmaster, with a salary of £586 a year.

The postmaster of Guildford, Mr. C. R. Thomas, was appointed in Mr. Bell's stead and took office on 14th February 1918. He was 51 years of age, had 36 years service, and his salary was £475. He was described as an energetic and capable postmaster who was well qualified for promotion. In November 1921 Mr. Thomas was appointed postmaster at Hull, and Mr. R. H. Burt, who was postmaster at Burton-on-Trent, filled the vacancy. He was in office from 3rd January, 1922 until the end of 1931. A Mr. G. Denham held office from 30th December, 1931 until 1934, when Mr. A. Gilchrist, head postmaster at Romford and Dagenham, was appointed as head postmaster at Cambridge. He was in office from 13th March, 1934 until 1938. The following have held office since :

From 1st March 1938	—	Mr. F. Bowman.
„ 29th October 1941	—	Mr. A. G. Mackay.
„ 29th July 1943	—	Mr. J. W. Berry.
„ 27th November 1946	—	Lt. Col. D. McGregor, M.B.E., D.C.M., M.S.M.
„ 21st January 1954	—	Mr. C. A. W. Plouviez.
„ 23rd July 1957	—	Mr. H. R. Hampson, O.B.E.

CHAPTER V

POST OFFICE STAFF

In an earlier chapter the postmasters of Cambridge down the years have been listed, and now it is the turn of some of the staff.

It is unlikely that any of the earlier postmasters in Cambridge employed an assistant and should they have done so at times, no doubt the postmaster himself had to pay for the cost of this help. Thomas Bond certainly had assistance in 1804, and in 1828, as the post office revenue amounted to £6,943, the General Post Office authorised a payment of £40 a year for an "efficient assistant". The duties were stated to be :— "Commence at 5 in ye mornings and continue with little intermission until ye departure of ye London mail at night after which ye express rides from Newmarket and Huntingdon are to be received and ye lrs they bring forwarded".

A vacancy occurred for a clerk in the Cambridge P.O. in April 1846, due to the resignation of James Maltonad, and the salary was stated to be £52 a year. In October it was stated that there were only three permanent official clerks, one at £60 and two at £50 a year each, and the postmaster, being in receipt of two allowances for assistants totalling £90, had employed two of the letter carriers as assistant clerks and also a third person as assistant in the subordinate duties of the office.

It was, therefore, proposed to discontinue those two allowances and to fix the establishment at five regular clerks on the following scale of salaries : First clerk, £90 per annum. Two junior clerks first class : under 3 years service, £70, from 5 to 10 years service, £75, and above 10 years service, £80. Two junior second clerks : under 3 years service, £60 per annum and above three years service, £70 per annum.

In November a Mr. Eyres complained about a clerk refusing to grant him a money order. However, as Mr. Eyres agreed that he had "exhibited great intemperance of language", the clerk was only seriously cautioned !

In March 1848 the Waterbeach messenger was suspended from pay for a fortnight for intoxication and was "distinctly told that if anything of the sort was repeated he would be removed from the service."

Apparently this warning had no effect as he was dismissed in May.

A messenger named Harris was suspended from pay for a fortnight in July 1849, and the Fulborne (sic!) messenger was dismissed the following September.

A half sovereign was lost from a letter addressed to Miss Harriet

Gardiner, of Barnwell, in June 1849 and it was decided to take an opportunity of testing the letter carrier.

In October E. Scott, a clerk in the P.O., was removed from the service on the ground that the postmaster could no longer place any confidence in him. There is a reference to two sovereigns being enclosed in test letters and so it is probable that he was involved in the Barnwell case in June.

In February 1852 the salaries of the staff were raised as follows :

	Present	Future
First clerk	£64	£75
Second clerk	£60	£70
Third clerk	£50	£60

The fourth and fifth clerks remained on £50 per annum. At the same time the postmaster was released from his obligation to contribute £2 a year each to the salaries of the first and second clerks.

In January 1854 the two auxiliaries had an increase in wages from 6/- to 7/- a week each as they were employed on every morning of the week. The auxiliaries were unestablished workers, who normally had other employment.

The post office estimates for the year ending 31st March, 1855 make interesting reading :—

Salary of postmaster	£300
Poundage on sale of postage labels	£50
Salary of 6 clerks	£355
Wages of 6 letter carriers	£208
Wages of 12 rural post letter carriers	£404
Rents, rates, taxes, fuel and light	£45
Salaries of 34 sub-postmasters and receivers	£258
Total required for establishment	£1620

Uniforms were not provided until 1858.

In 1856 George Mizon, the Haverhill and Mundon messenger, was intoxicated on duty and arrived too late for the mail. As he was of good character he was only cautioned but later in the year he was intoxicated again and he resigned.

In April 1857 Mr. Neal, the surveyor, reported that the money order business at Cambridge could not be continued uninterruptedly throughout the day without some further assistance to the clerks, who were already fully worked. His solution that 5/- a week be allowed for help in the stamping duty was adopted. This only lasted for 12 months, however, and then a regular stamper and messenger was employed with wages of 12/- (rising to 16/-) a week.

The estimates for the year ending 31st March, 1858 were set out in greater detail than before and were as follows :

Salary of postmaster	£300
Poundage on sale of postage labels	£51

Salary of clerks :

One first class from £100 to £140 p.a.)	
Two second class from £80 to £100 p.a. each	)	£417
Three third class from 20/- to 30/- a week each)	

Wages of letter carriers :

Four letter carriers from 14/- to 18/- a week each)	
Two auxiliaries at 7/- a week each	)	£183
Twelve rural post letter carriers		£431
Rents, rates, taxes, fuel and light		£33
Salaries of 37 sub-postmasters and receivers		£302
Allowance on money orders to sub-postmasters and receivers		£18
Wage of one letter carrier at sub-office		£11

Total required for establishment	£1746
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In September 1858 the following alterations were made in the wages of rural post messengers :

From Cambridge to Comberton, raised from 12/- to 14/- a week.
From Cambridge to Dry Drayton, raised from 13/- to 14/- a week.

From Barton to Great Eversden (under Cambridge) raised from 11/- to 13/- a week.

From Trumpington to Newton (under Cambridge) raised from 12/- to 14/- a week.

In March 1860 Anthony Trollope proposed that the stamper employed should receive the same wages as the letter carriers. His wages were 12/- rising by 6d. to 16/- a week and were increased to the scale 14/- to 18/- a week, the immediate increase being 1/6d. a week.

In January 1864 the following minute is recorded : "Following up the practice which has been adopted already in London without inconvenience to the service, I submit that fines for irregular attendance may be suspended altogether at the Cambridge P.O. for a period of 3 months — the surveyor reporting at the expiration thereof the result of the experiment."

Whilst not disagreeing, the P.M.G. was very guarded when he commented : "I observe that Mr. Gay and Mr. Trollope are of opinion that fines ought to be enforced. Mr. Gay says it is the only means of punishing the men. Mr. Trollope says he is strongly of the opinion that the fines should be maintained." How right they were ! It was not until May 1867, however, that the follow-

ing is noted : "After a protracted trial the experiment is found to have failed, since the suspension of the fines the attendance has been less regular and the postmaster now reports that he cannot do without them." The system was revived !

In September 1865 Anthony Trollope was instrumental in obtaining the approval for the appointment of a sorter at the wages of 16/- rising to 20/- a week.

In March 1868 Mr. Abbott, a clerk, was dismissed owing to the "renewed instance of misconduct" — i.e. intoxication. Mr. Canham was promoted from 3rd class to 2nd class clerk to fill the vacancy.

The discontinuance of the London and Ely travelling office in 1869 threw increased work on the staff at Cambridge, and in November it was proposed that an additional sorter be employed on the scale, rising from 16/- by 6d. to 20/- a week. A Mr. Bright was promoted from stamper at 14/6d. a week to fill the vacancy. At the same time it was agreed that an extra sorter was to travel in the sorting tender on Saturday and Sunday nights.

It was proposed in March 1871 that the force be increased by one sorter at 16/- by 1/- to 20/- per week ; one stamper at 14/- by 6d. to 18/- per week, and one letter carrier at 14/- by 6d. to 18/- per week.

Details of the staff for the year ending 31st March, 1872 will be found in Appendix II together with the readjustments improving the scales of pay, which were authorised the following year.

In February 1874 we learn that Mr. Ginn had for some time past been unequal to the increased duties and responsibilities thrown on him as first clerk and it was proposed that Mr. Canham should fill a new first clerkship on the scale £120 by £5 to £160 and that Mr. Ginn continue until his retirement on £100 by £4 to £140 a year. An additional sorting clerk was to be appointed in the upper section at 27/- by 1/- to 35/- a week, and that this appointment should be filled from another office. At the same time an allowance of 3/- a week was to be granted to one of the letter carriers for acting as head letter carrier.

In March 1875 an additional telegraph clerk was employed and the salary of both the second and third clerk was raised. The following June both W. G. Burgess and F. W. Robinson, telegraph clerks, were promoted and an allowance of 2/- a week each was granted to the two stampers in lieu of uniforms, they being then on the letter carriers scale of 16/- by 1/- to 20/- a week.

In July the Cambridge and Waterbeach messenger had his allowance for horse keep raised.

The Cottenham messenger did even better, for in addition to increased horse keep allowance he had his wages increased. The following month saw an increase in wages for both the Long Stanton and the Dry Drayton Messengers. Many more increases,

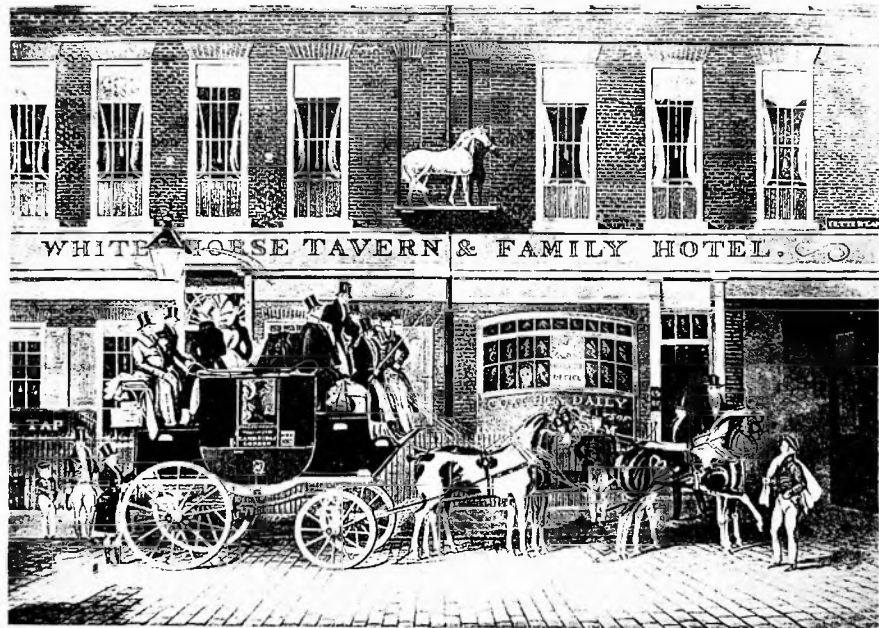


Plate 1



Plate 2

For ye R^{ts} of France
Roper: B: D: att: his chamber
in St Johnz Coll: in Cambridge
this 18th of April

Cambridge. baggy







Plate 5

POST OFFICE.

SPECIAL NOTICE.

On and from MONDAY, the 7th of November, there will be an Additional Delivery of Letters in the Town of Cambridge, commencing at 11.30 a.m. There will then be 7 Deliveries of Letters in Cambridge and 9 Collections from the Letter Boxes.

The Collections will be fitted to the Deliveries and Despatches as follows :
Collection commencing at

2.0 a.m. to the 7.0 a.m. Delivery.	8.10 a.m. despatch to London.
8.40 a.m. " 9.45 a.m. "	9.30 a.m. despatch to London in connection with midday despatch to Towns on North Western Line, Ely, Ipswich, Norwich & Thetford.
10.35 a.m. " 11.30 a.m. "	11.30 a.m. despatch to London, Hitchin and Towns on Great Northern Line.
11.25 a.m. " 1.0 p.m. "	12.15 p.m. despatch to London, Bishop's Stortford, Bury St. Edmunds, Ipswich, Norwich, and St. Ives.
1.25 p.m. " 2.30 p.m. "	
2.40 p.m. " 4.30 p.m. "	3.30 p.m. despatch to London, South East, South West & West Towns in Cambridgeshire, Norfolk & Suffolk, Huntingdon & St. Ives.
5.10 p.m. " 7.30 p.m. "	6.0 p.m. despatch to London, Midland Counties, North of England, Scotland, Ireland, Supplementary Mail for South West and West of England, East Norfolk, Essex (generally), Suffolk, Oxford and Peterborough.
6.25 p.m. " 7.30 p.m. "	7.15 p.m. despatch to London in connection with the Midnight Mails.
9.10 p.m. " 7.0 a.m. "	Night Mail despatch to London for all parts, Cambridgeshire, Norfolk, West Essex, Bury St. Edmund's, Huntingdon, St. Ives, Peterborough, St. Neots, Sandy and Bedford.

The public will have the means of frequently communicating by letter with correspondents in different parts of Cambridge. For example, a letter posted at 2 a.m. may be replied to by the 8.40 a.m. Collection, and the reply delivered in any part of the Town between 10 a.m. and 12 noon. A rejoinder can be posted by the 1.25 p.m. Collection and delivered between 2.30 p.m. and 4.30 p.m., and that rejoinder may be replied to by the 6.25 p.m. Collection, and the reply delivered between 7.30 p.m. and 9.30 p.m.

Letters collected from the Town boxes at 2 a.m. are delivered the same morning at all the Sub-Offices under Cambridge.

BY ORDER.

Post Office, Cambridge, 3 Nov., 1887.



For

The Rev^d Mr John Stype at
Loweyton in

Essex

Z



Mr the Mayor
City of London
1721

To what Place

Date when

sent

Stamps

Cumbridge

1825
Jan 7
3 10

CUMBRIDGE
52

Columbia Sent

1825

to Falmouth

Jan 7
7th

COLUMBIA
50

Cheltenham

1825

Jan 7th
8th

CHELTEHAM
1825
101

Chepstow

1825

Jan 15th

CHEPSTOW
141

Carthage Sent
to Jamaica

1825

Feb 12th

CARTHAGE
141

Coxenry

1825

Mar 5th

COXENRY
1825
91

TWENTY-FIFTH PHILATELIC CONGRESS OF GREAT BRITAIN
CAMBRIDGE JUNE 21st-24th 1938



DESIGNED AND PRINTED BY HARRISON & SONS LTD. HIGH WYCOMBE BUCKS AND LONDON

PRICE ONE SHILLING PER SHEET OF TWELVE LABELS

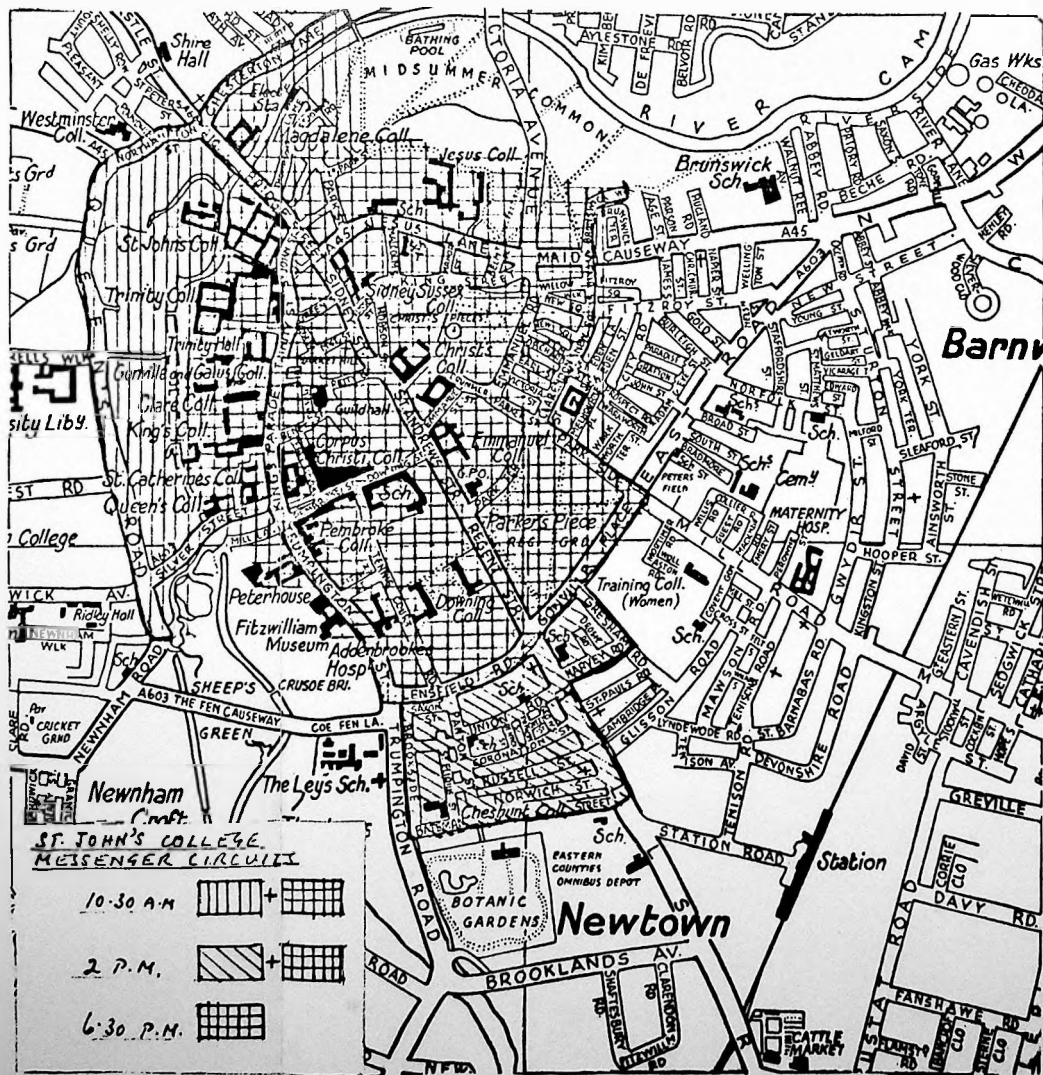




Plate 11



TOBIAS HOBSON,

*The Cambridge Carrier, & the first man who Let out Hackney-Horses,
and from whom Originated the famous Adage*

"Hobson's Choice, that or none."

Pub. by Alex. Hogg, Paternoster-row Decr. 1807.

too numerous to list here, were granted in the following and subsequent years.

In April 1876 no less than eight additional auxiliary letter carriers were employed at 8/- a week each to afford much needed relief to the overworked letter carrier staff.

Allowances were given to two station messengers and to two bag collectors in September 1877 in lieu of Christmas boxes. Presumably this applied to the previous Christmas when they were unable to obtain Christmas boxes from members of the public owing to their duties. At the same time the five junior telegraphists were placed on the "Leamington" scale of pay, viz. 16/- by 1/6d. to 27/- a week. Prior to this one had been on 22/- by 1/- to 27/- and the other four on 14/- by 1/- to 21/- a week. Although the additional cost at the mean of the scales was £33-17-11 a year, it was admitted that "the office is cheaply worked."

An additional telegraph messenger was authorised in May 1879, whilst the following July Mr. J. A. Sheldrick was employed as a clerk in charge.

In October 1879 a revision was made to the indoor force. A second class clerk was substituted for a sorting clerk (first section) and an addition of one was made to the sorting clerks (lower section). In April two additional auxiliary letter carriers were employed to help accelerate the first delivery.

In September 1882 it appears that H. Mason, letter carrier, was bitten by a dog, and solicitor's expenses were paid by the post office.

In August 1883 on the transfer of the telegraph work to separate premises, the opportunity was taken to employ five additional sorting clerks and telegraphists and one additional telegraph messenger. It was pointed out that during the past four years the average weekly number of letters for delivery had increased by 20,000, and a similar increase of 20,000 in the annual number of ordinary telegraph messages since 1881. This was exclusive of the increase in the number of messages which had to be dealt with in connection with the engineer of the Eastern District, whose H.Q. was at Cambridge.

On 21st October 1883 C. Orders was promoted to inspector of letter carriers. This was a new appointment which he entered at 28/- a week. His pay had been 22/- plus acting allowance 3/-, plus stripe allowance of 3/- = 28/-, and under his new scale he could advance by 1/6d. per week per year until he reached 38/- a week.

The following month the P.M.G., Henry Fawcett, made the following comment on parcel post staff: "I agree that the time is come when steps should be taken to place at any rate a certain proportion of those who are now temporarily engaged on parcel

post work permanently on the establishment. This minute applies to Glasgow, Cambridge and other similar cases."

In January 1885 the Treasury authorised the appointment of an instrument storekeeper at Gloucester Road factory with a salary of £140 by £10 to £190. W. N. Bright, a telegraphist at Cambridge, was taken on a month's trial and his permanent appointment was approved in September. In December it was decided to cease employing 11 auxiliary postmen at 7/- a week each and to start 11 additional postmen at scales of 18/- by 1/- to 22/- a week. This was to cope with the additional deliveries and collections which were introduced to supersede the illegal college messenger system. At the same time readjustments were made in the numbers of established and unestablished classes. The following were appointed: 4 sorting clerks and telegraphists, 1 temporary parcel sorter, 4 town postmen and 1 temporary porter. They were in lieu of 5 temporary parcel sorters, 3 temporary parcel deliverers and 2 temporary parcel porters.

In March 1886 mail messengers at Cambridge were supplied with "linemen's overcoats."

In October a re-adjustment of indoor staff took place. The amalgamated force was made up as follows: 1 chief clerk, 4 clerks, 24 sorting clerks and telegraphists, 3 conditional telegraphists, 1 unestablished sorting clerk and telegraphist, and 2 postmen (to act as stampers). This made a total of 35 staff.

The proposed force was split into separate postal and telegraph forces, viz.: 1 chief clerk (proper to both branches), 3 postal clerks, 21 postal sorting clerks, 1 unestablished postal sorting clerk and 3 postmen (to act as stampers), 3 telegraph clerks and 12 telegraphists. This made a total of 44 staff.

It was pointed out that since the last revision in 1883 the letters for delivery had increased from 102,400 to 117,600 a week or 15%, and the number of telegrams from 134,398 to 187,034 a year or 39%. The number of parcels had increased by upwards of 1,000 a week since the previous year.

In November H. Cooke, a postman, was found tampering with a date-stamp.

In July 1887 fresh proposals were put forward for affording an improved service for the collection and delivery of letters. This involved employing an additional eleven auxiliary postmen, each performing two duties a day.

The Treasury turned down this scheme which was going to cost about £456 a year, and so another one had to be submitted in September. This scheme, which was accepted, only cost £242-9-2 and consisted of the following amendments:

Old Force

6 Auxiliary postmen at* 8/-	=	£125	2	6
5 auxiliary postmen at 7/-	=	£91	5	0
		<u>£216</u>	<u>7</u>	<u>6</u>

*As these men leave the service their places are filled by auxiliaries at 7/- a week.

New Force

1 assistant inspector of postmen (18/- by 1/- to 22/-)	£52	2	10
Personal allowance to ditto (3/-)	7	16	5
6 auxiliary postmen at* 13/-	203	7	0
5 auxiliary postmen at 12/-	156	8	4
5 allowances of 3/- a week each for clearing boxes at 6.40 p.m. 15/-	39	2	1
	<hr/>		
	£458	16	8
Deduct present cost	216	7	6
	<hr/>		
Increased expense	£242	9	2

*As these men leave the service their places are filled by auxiliaries at 10/- a week.

On 16th June, 1890 a new revision of the indoor force was proposed as follows:

Postal		Present cost		Proposed cost
Chief clerk	1	£160-10-220	£190.0.0	1 £160-10-220 £190.0.0
Clerks	3	£110 -5-140	£375.0.0	3 £110 -5-140 £375.0.0
		12/-)		12/-)
Sorting clerks	21	14/-)-1/6-38/-	£1478.4.6	28 14/-)-1/6-38/- £1970.19.4
		16/-)		16/-)
Unestablished	) 1.	16/-	41.14.3	
Sorting clerks	) 1.	12/-	31. 5.8	
Auxiliary porter	)	5/-	13. 0.8	5/- 13.0.8
Supervising allowances)			
		<u>Present</u>	<u>£2129. 5.1</u>	<u>Proposed</u> <u>£2549.0.0</u>
Paid on Incidents				Less present 2129.5.1
5 substitutes at 16/- each		£208.11.4		Nominal increase £419.14.11
				Less incidental payments 208.11. 4
				<u>Actual increase</u> <u>£211. 3. 7</u>

Telegraph		Present cost		Proposed cost	
Clerk	1	£110-5-150	£130.0.0	1	£110-5-150 £130.0.0
Clerks	2	£110-5-140	£250.0.0	2	£110-5-140 £250.0.0
Telegraphists	12	12/-) 14/-)-1/6-844.14.0 16/-) 38/-		15	12/-) 14/-)-1/6-1055.17.6 16/-) 38/-
Messenger	1	7/-	18. 5.0	1	10/- 26. 1.5
Messengers	18	5/-	234.12.0	21	5/- 273.14.0
Allowance to postmaster for inspector of messengers		)		18/-	46.18.7
		Present	£1477.11.0	Proposed	£1782.11.6
Paid on Incidents				Less Present	£1477.11.0
3 temporary substitutes				Nominal increase	305 0. 6
at 16/- each £125.2.9				Less incidental payments	125 2.9
				Actual increase	£179.17.9
				Total nominal increase	£724.15.5
				Less incidental payments	333.14.1
				Total actual increase	£391. 1.4

Figures were quoted showing large increases in all branches of the work between 1886 and 1889.

The Treasury were not entirely satisfied and on 26th June asked for more details about telegraph work. These were provided on 18th July and within a few days Treasury authority was given. The inspector of telegraph messengers was given a uniform a few months later.

In 1891 a further revision of staff was proposed as the amount of business done justified the reclassification of sorting clerks and telegraphists. It was proposed to appoint eleven first class clerks, viz. 7 sorting clerks and 4 telegraphists from the second class.

The P.O. was open for telegraph business from 7 a.m. to 11 p.m. and it was at last realised that the boy messengers could not be efficiently supervised by one inspector. Accordingly, the creation of the appointment of an additional inspector at 18/- a week in lieu of the present head messenger at 10/- was authorised. It was also decided to hire tri-cycles for telegraph messengers on express delivery.

In April a memorial was received from the town postmen, who were on the scale 16/- by 1/- to 24/- a week, asking for an increase. This was granted when the following facts were presented: "As a university town, the cost of living and the value of labour are doubtless somewhat higher at Cambridge than in most other towns in which the above scale is in force, while the amount of

correspondence delivered is not far short of that at Norwich, where the town postmen have the higher scale of 17/- by 1/- to 26/- a week, and these higher wages are also paid at several towns of similar size to Cambridge, i.e. Chester, Exeter and Lincoln." There were 45 in number and the additional cost of bringing them on the higher scale mentioned amounted to £175 a year, at the mean

Women telegraphists were first introduced in 1896, when there was a revision of the indoor force and of the duties. A few weeks later the outdoor force was also revised at a cost of £514 a year, it being stated "The cost of the outdoor services proper will not be excessive if due regard be had to the exceptional circumstances which make it necessary to afford Cambridge a better service than would be given at other towns of a similar size."

On 17th February, 1897 a new appointment was made. A. P. Chandler, head postman, being made an assistant inspector of postmen, while on 17th June, 1897 it was stated that a revision of indoor force was pending.

The pending revision took place in October, when to meet the increase in business it was proposed to add to the staff one superintendent, who would divide his time equally between the postal and telegraph sections, one clerk on the postal side, eleven sorting clerks and telegraphists and three learners. The net increase in expenditure would be £977, of which £333 was assigned to the postal account and £644 to the telegraph account.

In July 1898 a revision of the outdoor force called for an addition of six full duty postmen and nine assistant postmen at an annual increase in expenditure of £683 at the mean of the scale. This revision provided for a rearrangement of the first three deliveries, by which nearly 18,000 letters were benefited, an acceleration of the first delivery (the undue prolongation of which had led to wide-spread complaint), the relief of the postmen, and some minor alterations. The cost of delivery per article was reduced from 1/8th pence in 1896 to 1/9th pence.

In August 1899 a further revision of the indoor force took place. The number of assistant superintendents on the postal side was raised from one to three in order to make suitable provision for the supervision of the sorting room. A superintendent for the control of the instrument room was appointed and the number of telegraph clerks was reduced by one. The number of men S.C. and T. was to be reduced by five as vacancies occurred, and the number of women officers was to be increased by four of the same rank and one halftime learner. Other minor changes were made and the total full additional cost of £255 was an increase of 3.7% on the previous authorised cost. As the increase which had taken place in the business since the 1896 revision was

17% the office was still cheaply run at £6,878 a year as against the normal cost of £7,196.

In August 1900 promotions asked for twelve months previously were made, A. Bowman and J. A. Sheldrick being promoted from clerks to assistant superintendents (postal). G. Fulcher and S. J. Haddow were promoted from S.C. & T.'s to fill these vacancies. F. W. Robinson was promoted from assistant to superintendent (telegraphs). In February 1901 A. E. J. Palmer, S.C. & T., was found to be inefficient in telegraphy. He appealed for employment solely in postal duties but this was refused and a general warning was issued to inefficient officers.

On 1st April A. T. Andrews, an indoor messenger, was cautioned for divulging the contents of a telegram.

The first woman mentioned in the minutes was a Miss B. Mulcahy, a S.C. & T., who asked for a temporary exchange with Miss E. O'Farrell, of Kilrush, in September 1902. The following month a sub-office messenger woman delayed circulars and her services were dispensed with.

In February 1903 a rural postman was warned for "irregularly asking for Xmas boxes".

In March a most interesting case was presented to the P.M.G., most of which is quoted here although it is a lengthy minute. "On 7th January an officer of the Inland Revenue Dept., stationed at Cambridge, complained to the postmaster that $\frac{1}{2}$ d. obliterated postage stamps had been removed, presumably by officers in the Cambridge P.O., from certain inland revenue forms, which are known as "declaration for local taxation (establishment) licenses" and which he had received in the weekly return of licenses from the Cambridge office on 3rd January. Subsequently he produced a further batch of 67 similar forms which he had received the previous year and from which stamps had been removed. It should be explained that it is the practice of the local Inland Revenue authorities to send towards the end of each year these declaration forms by post to persons who are in the habit of taking out establishment licenses, as a reminder for the renewal of such licenses. These forms are prepaid by means of over-printed inland revenue adhesive stamps which are apparently of value to stamp collectors. The forms, after passing through the post, which of course involves the obliteration of the postage stamp affixed thereto, are presented at the local P.O. or Inland Revenue office when the licenses are obtained, and those dealt with at the P.O.'s are forwarded each week, with the return of licenses to the local Inland Revenue officer. It was during the time that the declaration forms were in the custody of the P.O. that the cancelled postage stamps were removed therefrom.

Five officers were concerned in the offences and each of them when questioned in the matter, readily admitted that he had re-

moved the stamps (for stamp collecting purposes) from the declaration forms after they had been tendered at the office by the addressees, but **not at the time the forms were passing through the post** on the way to the addressees.

This distinction is perhaps important : for as shewn in the enclosed memo. by the director of the confidential enquiry branch, the removal of cancelled stamps from postal packets has, in the past, been treated as a more serious offence than the removal of such stamps from official documents. Further, as pointed out in the memo., attention has been called from time to time by means of notices in the P.O. circular, to the serious nature of the offence of removing cancelled stamps from **postal packets** (whilst in actual course of passage through the post) and indeed prosecutions have been instituted for this offence. No specific reference has, however, been made in these notices to the offence of removing cancelled stamps from official documents other than postal packets. The explanation of the officers in the present case appears to be that they removed the stamps under the impression they were the property of the persons to whom the declaration forms were addressed and that they thought that the forms were treated as waste paper after they reached the Inland Revenue officer. This excuse seems to be a feeble one, but in view of the good records of the officers concerned here it is thought that they may have acted in ignorance of the serious offence they were committing..... It is proposed to insert a notice in the P.O. Circular in continuation and in extension of those which have appeared with regard to the removal of cancelled stamps from postal packets. Such a course will make it easier to deal in future with the removal of stamps from P.O. documents other than postal packets. All the culprits were severely reprimanded.

In May 1904 a vacancy for an assistant superintendent (postal) occurred due to the superannuation of Mr. Sheldrick, and Mr. A. E. Costigan, who was an assistant superintendent (telegraphs) was transferred to the postal side to fill the vacancy. A memorial was received from the officers of the postal staff, who were apprehensive that the appointment might be filled by a selection from the telegraph side, as was the case previously. This, of course, caused a loss of promotion to the postal officers. The memorialists were informed that it was a matter of regret that the P.M.G. was unable to make the selection from the postal staff, but that in the interests of the department, the officer who was considered best fitted for the duties had to be appointed.

An unusual case was reported in March 1905. Mr. E. W. Stearn, a S.T. & T., resigned in October 1904 to take up an appointment in the Alexandria branch of the National Bank of Egypt. Soon after his arrival in Egypt he suffered from an attack of acute dysentery due to the climate and under medical advice

returned to England. He applied to be allowed to withdraw his resignation within three months from its date but the necessary enquiries abroad could not be completed till that period had elapsed. This meant that the P.M.G. was not empowered to re-appoint him without applying to the Treasury for permission to do so ! Their Lordships consented.

In April the chief clerk, Mr. E. J. Arscott, appealed against the reduction of subsistence allowance granted to provincial officers below the rank of postmaster when engaged on quasi-surveying duties. The former allowance was 7½d. an hour, which was reduced to 5d. an hour after an absence of three hours, but surveyors were informed that if evidence was forthcoming to show that 5d. an hour was insufficient, a higher allowance would be given if such cases were referred to H.Q. Mr. Arscott was therefore informed that "no officer has a right to look to a subsistence allowance as a source of profit, and the receipt of a particular allowance for a given period cannot be regarded as giving an officer a claim to that allowance after it has been found to be excessive."

On 26th July, 1905 application was made to the Treasury for a revision of the outdoor services. The following information was provided :

"Since the last revision in 1898, the letters and parcels for delivery weekly have increased as follows :

	At present	In 1898	Increase
Letters. etc.	170,222	*127,346)	
Parcels	4,247	*3,734)	29.15%

(* overstated at last revision as 135,033 and 3,862).

It is accordingly proposed to revise the staff at an additional cost of £983 a year, in order to admit of the following improvements :

(1) Relief of overworked postmen and restoration of existing services to a proper footing.

(2) Establishment of an additional delivery at 4.45 p.m. during the long vacation, benefiting 11,140 letters and 160 parcels a week. The suspension of this delivery during the long vacation, and the absence of a delivery between 2.45 p.m. and 7.45 p.m. has given rise to complaint. (During the long vacation 5 deliveries are at present made as compared with 7 during term time).

(3) Improvement of parcel deliveries and of collection services by the introduction of tricycle carriers.

(4) Increased provision for the control of an augmented staff by the appointment of an additional assistant inspector of postmen, together with improved scales of pay for the controlling force.

(5) Improved provision for station services and for the duties of leave absentees.

The increase per cent in cost of the delivery and collection services will be 27.32 as compared with an increase of work amounting to 29.15% and the cost per unit will be reduced from £25.11.4 to £24.16.0." The full tables are shown in appendix III.

In September 1907 E. W. Stearn again comes in for a mention due to his service in connection with the Esperanto Congress, for which he was commended.

In November it was revealed that J. W. Peck, a postman, held an insurance agency and that A. Harding, another postman, was secretary of a friendly society. Presumably both were allowed to continue as postmen as nothing is quoted to the contrary. The index to this minute also states:

"Postmen acting as waiters".

Probably this indicates that postmen were acting as waiters at college in their spare time.

On 20th June, 1908 an assistant postman was assaulted on duty by undergraduates.

In July 1908 G. S. Brand, town postman, was dismissed owing to unsatisfactory conduct etc. In June he was reported for unpunctuality (21 late attendances in 17 months), late return for (from ?) delivery without adequate excuse, neglect to attend the postmaster's quarterly inspection of uniform, and general untidiness and it was decided to fine him three days pay and to warn him.

In November 1908 when the Treasury were urged to grant expenditure amounting to £4,600 for the enlargement of the head P.O., it was stated that the staff at Cambridge had increased from 93 in 1883 to no less than 228.

In September 1911 the use of private cycles on duty was authorised under certain conditions, and powers were delegated to certain postmasters to grant their use to postmen and boy messengers.

Just before Christmas 1911 E. A. Rawlinson, a deliverer, was prosecuted and dismissed for the fraudulent alteration of a postal order.

In December 1911 a memorial was submitted from the outdoor staff calling for a higher scale of pay at Cambridge. The P.M.G. said: "he can find no sufficient reason for making any change. The cost of index number at Cambridge, furnished by the Board of Trade is 100, which is normal, and the number of units of work is below the minimum number (800) requisite for Class II scales of pay."

In January 1912 girl probationers were allowed in lieu of boy messengers.

In August 1912 the U.K. Postal Clerks' Association wrote to the P.M.G. drawing his attention to the fact that an omission on the part of a S.C. & T at Cambridge in February 1912 to enter

the word "cheque" against an entry in a savings bank account sheet was treated as a "major" irregularity, and they asked that future cases be regarded as "minor" irregularities. "Major" irregularities are "those involving the breach of an important rule or neglect of an essential detail of duty or obvious precaution such as reflects on an officer's general performance of his duty," while "minor" irregularities are merely "isolated slips or omissions not relating to an essential detail of duty or an important rule and becoming serious only on repetition." (Rules 296 and 297 of the Code of Instructions to Surveyors).

The plea was turned down, as there was a risk of loss to the revenue by a failure to enter the word "cheque" on the account sheet, and in fact such a loss had actually occurred.

A new appointment was made on 19th December, 1912, when Miss E. M. Fisher, a telephonist at Cambridge on a salary of 24/- a week, was appointed an assistant supervisor class II to act as a travelling supervisor. Her new salary was on the scale of £70 by £5 to £85 a year. A similar appointment was made in the Colchester telephone district on 18th December, 1912, when Miss S. E. Applegate, a Cambridge telephonist on a salary of 23/- a week, was appointed on the scale £65 by £5 to £80 a year. Her appointment was subject to six months probation.

In March 1914 the following matters were raised by a deputation from the postmen and sorting clerks and telephonists at Cambridge, received by the Hon. E. S. Montagu, M.P. on 28th February, the following reply was given by the P.M.G.:

"1. Correspondence with the Press.

It is the case that officers are prohibited from corresponding with newspapers on official matters. This rule is, obviously, desirable in the interests of the service.

2. Allocation of work to particular classes.

This point probably refers to the observation of the Holt Committee (para. 268) that the P.M.G. must retain full power to re-allocate work between different classes of P.O. servants. The question arose in connection with the recommendations of a departmental committee on the allocation of work between postmen and S.C. and Telsts. I may say that those recommendations are very limited in their scope and in almost every case involve the allocation to postmen of work which in many offices has long been performed by them and regarded as proper to their classes. No general re-allocation of the duties of the separate classes of P.O. servants is contemplated.

3. Immediate increase in pay on account of the increased cost of living, and scales of pay recommended by the Select Committee.

The claim for an immediate increase of pay on account of the increased cost of living and the general question of the adequacy

of the scales of pay recommended by the Holt Committee for the various classes of P.O. servants have already been fully considered, and I regret that I am unable to reopen these questions. I should point out, however, that the statement in the memorandum that the mean of the wages scale for S.C. & T. at Liverpool is 5/- higher than at Cambridge is incorrect. The actual difference is 2/6d. a week.

4. Day for discussion in the House of Commons.

With regard to the request for a day for discussion in the House of Commons, I would refer you to the answer of the Prime Minister to a question on the 9th instant, that he was not yet in a position to make any statement on the subject. The reference in the letter from Mr. Quinney to a proposed reduction in the pay of auxiliary postmen applies to London only. Under the Holt Committee's proposals the pay for auxiliary postmen in London would have been reduced from 6d. to 5½d. an hour. The staff have already been informed, however, that the existing rate of 6d. an hour will be maintained.

With regard to the cutting from the "Postmen's Gazette" which was forwarded with Mr. Quinney's letter, it is the case that in certain exceptional circumstances the application of the new scale would operate unfavourably to members of the staff. It is not anticipated that cases of this kind will be numerous but the question of giving them special treatment will receive consideration."

With the outbreak of war the gradual and continual call-up took its toll of P.O. staff.

In October 1917 a S.C. & T. asked for permission to register a design for a cycle light. The solicitor gave his opinion that the registration of the design would not be binding upon the Crown.

In August 1919 a woman telephonist was involved in a cycle accident whilst absent on a false plea of illness! She was warned and fined three days pay.

In November 1920 Mr. H. O. Cundell, S.C. & T., appealed for a higher appointment on the grounds that his present position was not in keeping with his Army rank. He was called up for military service on 4th August, 1914 and was about to be demobilised with the rank of major. Unfortunately, the number of P.O. servants who held commissioned rank in the Army was so large that it was impracticable to meet the wishes of more than a very small proportion, and the staff associations were very active to prevent exceptional treatment being accorded to these men.

In May 1929 Miss L. Hayter, S.C. & T. at Cambridge, was appointed postmistress of Rochford S.O.

In April 1930 A. C. Read, S.C. & T. (postal) at Cambridge, was appointed sub-office postmaster at Shoeburyness.

been guilty of offence will take place as soon as ever there is full and sufficient matter against them to go upon.

I am very much,

Sir,

Your most obedient
Humble servant,

Geo. Shelrocke — Secy."

Unfortunately no further information is so far available about what promised to be a most interesting episode.

Cooper's Annals of Cambridge records that in 1749 there were eleven letter carriers employed by the University, five of them plying to London.

In 1819 the Vice-Chancellor of Cambridge applied to be allowed to send his letters after the established hour of "shutting up the box" without the payment of the usual fee. Apparently the box was shut at 8.30 and the Vice-Chancellor wished it to remain open for a further half hour. It was pointed out by Francis Freeling that "until lately the office at Cambridge was shut at 8... the Town and University have 13 hours in which to answer letters." Although Francis Freeling commented "... that officer has great powers and his high and responsible situation would naturally lead your Lordships to afford every consistent facility to his correspondence", their Lordships were adamant that "It seems to be inconsistent with the regular dispatch of the mails to receive letters later than $\frac{1}{2}$ past 8."

A few months later a further application was received, soliciting that the letters "may be delivered at half past 7 a.m. during the winter months instead of 8 o'clock." This was turned down, their Lordships remarking "It appears an extraordinary supposition that the first duty of the University (should be) to answer their letters."

In 1882 Selwyn College issued its own adhesive stamps, to be followed the following year by Queens' and in 1884 by St. John's, all printed by W. P. Spalding, of Sidney Street. These were the only Cambridge colleges to issue their own adhesive stamps, but several Oxford colleges, commencing with Keble in 1871, had already done so.

The scope of the University post at this period was limited to handling the considerable volume of correspondence and notices that flowed to and fro between the colleges, etc., and the messengers never handled mail outside certain limited areas. Only members of the colleges were allowed to use the service.

It is safe to assume that if the adhesive stamps had not been issued, the Post Office would have taken no action to have the messenger service suppressed, particularly since it was protected under the Act of 1711.

However, on 1st June, 1885 the following minute was written :

"The enclosed memorandum describes fully an illegal practice,

which has grown up at Oxford and Cambridge, of collecting and delivering college letters by means of a private service of messengers.

"I propose, with your approval, to write to the heads of houses at both Universities, with a view to the discontinuance of the practice, as proposed in the memorandum."

Unfortunately, the memorandum has not been preserved, so whether or not it emanated from the Surveyor is unknown.

It is as well to point out now that this matter was dealt with by no fewer than four postmasters general: firstly by G. J. Shaw-Lefevre, who approved the above minute, then by Lord John Manners, who was appointed on 29th June, 1885. On 10th February the following year Lord Wolverton was appointed, to be followed almost immediately on 5th August by Henry Cecil Raikes.

It is obvious that Lord John Manners was not very happy about the steps to be taken.

The Secretary of the Post Office, Sir S. A. Blackwood, wrote: "... the Solicitor advises that the practice is illegal. . . . although the draft letter refers only to the colleges, it is of course understood that the decision that may be come to will apply also to the "Union Societies" of the two Universities, and also to the clubs, if any, at which the same illegal practice may prevail."

Sir John asked whether any private intimation had been given to any of the heads "of the view now taken by the department of the illegality of this long continued practice?"

The reply, although cleverly worded to allay Sir John's fears, only partly succeeded. The Secretary admitted that no private intimation had been made, but stressed that his method would be "so courteous and conciliatory in its character, and, IN ITS FIRST STAGE, so quasi-private, as to disarm any feeling of opposition."

He proposed to get a Mr. F. J. Dryhurst to wait on each "proper officer of each college" to ascertain their wishes.

Sir John duly approved the minute "subject to what passed in conversation between the Secretary and myself". As there were no "bugging" devices in 1885, it can only be assumed that Sir John was rather uneasy about the whole affair.

Six weeks later the Surveyor proposed to carry out considerable improvements of service, which involved the establishment of additional deliveries of letters at 12.45 p.m. and 5.30 p.m., and new collections between the hours of 1.30 p.m. and 2 p.m., and 6.30 p.m. and 7 p.m.

In future there were to be six daily deliveries of letters, 7 a.m., 9.45 a.m., 12.45 p.m., 2.25 p.m., 5.30 p.m. and 7.30 p.m., and to each of these deliveries a corresponding collection from the letter receptacles.

As the discontinuance of the private messenger system would throw out of employment some of the college servants, steps would

be taken to find places as postmen for those who were willing and eligible for post office work.

The general concurrence of the college authorities had not yet been obtained, although some had "acquiesced."

On 25th January, 1886 the Secretary wrote :

"At Clare, Christ's and Queen's (sic) Colleges, Cambridge, the system has been abandoned. In the replies from certain other colleges at Cambridge, objections are pointed out to the post office view, while from others no reply at all has reached me. I have much pleasure in bringing to your Lordships' notice the ability and tact displayed by Mr. Dryhurst . . ."

Sir John ignored the final paragraph and tersely asked :

"Is the department prepared to deliver letters at the several rooms in the colleges ? See Cambridge Memorial of 11.12.85."

This rather put the "cat amongst the pigeons" but the Secretary replied as follows (on 27.1.86) :

"The department could only undertake to deliver letters at the several rooms . . . provided the letters were addressed in each case with sufficient fullness and particularly to enable a postman readily to find the rooms of the addressee. It might be necessary to make a further stipulation that every door should be provided with a letter-box, as it would be contrary to the postmen's instructions for them to place letters under the outer doors when closed as is understood to be a common practice with the present messengers. It should not be overlooked, however, that registered letters would often have to be delivered to the college porter as at present, whenever the postman was unable to obtain a receipt."

Sir John did not even initial this minute.

On 14th June, 1886 a private posting box was established at Clare College, Cambridge

By 16th September, applications had been received from the bursars of Emmanuel and St. John's for room-to-room delivery.

The college authorities had undertaken to number the staircases, paint up the names of the residents, affix letter-boxes to the doors, etc. The new arrangement was to commence on 1st October, the beginning of the Michaelmas Term.

On 9th December a minute tersely records that room-to-room delivery was to take place at Downing, Caius, Christ's and Corpus Christi colleges.

Later in December detailed plans were disclosed for special services for "inter-collegiate and other local letters."

In addition to the six ordinary deliveries a day, it was proposed to establish, within the area shown on the map (see illust.), four

new special collections and deliveries as follows:

Special Deliveries.

Commencement	Completed in central area
10.15 a.m.	10.45 a.m.
11.15 a.m.	11.45 a.m.
2.00 p.m.	2.30 p.m.
9.00 p.m.	9.30 p.m.

Special Collections (to be made from all Letter Boxes within the Area shown)

1st	9.45 a.m.
2nd	10.45 a.m.
3rd	1.30 p.m.
4th	8.30 p.m.

Additional letter boxes were to be erected close to each college where needed.

There was a force of seven auxiliary postmen who effected one delivery a day. They were to be employed on the new services, and seven assistant postmen, on the scale 9/- by 1/- to 13/- a week, would be needed.

The total cost involved was about £307 a year, as follows:

To commence	£	s.	d.
7 Assistant Postmen @ 9/- by 1/- to 13/- a week	200	4	0
7 Auxiliary Postmen @ 12/- a week	218	19	8
Uniform Clothing for 7 Officers @ £3 each	21	0	0
	440	3	8
To cease			
2 Auxiliary Postmen @ 8/- a week each ...	£41.14.3		
5 Auxiliary Postmen @ 7/- a week each ...	£91. 5.0		
		132	19 3
		£307	4 5

It was thought desirable that the proposed new services should be carried out at the commencement of the next term, but (as will be seen) the P.M.G. had other ideas.

Another matter regarding the university posts came to a head at this time. Many members of the University resided outside their college, which meant that letters, parcels and telegrams addressed to them at their college and delivered there had either to be re-directed by the college authorities, which incurred a fresh charge from the post office, or specially delivered by the college servants.

The charges for re-direction were an additional rate of postage for letters and parcels and an extra 6d. for telegrams, the latter being an additional minimum rate.

Both universities now complained about these additional payments which were levied. Returns were taken, and it was found that at Cambridge, out of a weekly total of 3,150 items addressed to the college, 260 were for persons living without the colleges.

The weekly number of letters re-addressed came to 169 for which a surcharge of 11/9d was levied. Only 13 telegrams a week were re-addressed for a surcharge of 6/6d. This weekly total of 18/3d added a paltry £47.11.7 per annum to the revenue. It was pointed out that the undergraduates did not live out of college from choice, but in accordance with the rules of the college, and that their lodgings were treated for purposes of discipline and finance as part of their colleges. A plan was put forward, and in the opinion of the bursar of Trinity College, it would be regarded as a satisfactory alternative. It was proposed that instead of the surcharges, each college should have the option of paying an annual fee which would cover all re-directions for the town delivery. The addresses would be "corrected" by the college porters who were to re-post the letters and either to re-post the parcels or hand them back to the delivery cart. In the case of telegrams, the corrected address would be supplied by the porter to the telegraph messenger, who would either re-deliver the telegram at once or return to the post office and report before re-delivery, whichever was found most convenient.

The porters were to be required to take the post office declaration. The fees to be levied varied as follows:

£3.3.0 for a college with 300 members.

£2.2.0 for a college with 100 members
and £1.1.0 for a college with less than 100 members.

The colleges at Cambridge would, therefore, be charged as follows, the figures in brackets following the college name represents the number of members:

Trinity (592), and St. John's (344) — £3.3.0. Gonville and Caius (206), Jesus (193), Christ's (184), Pembroke (179), Trinity Hall (172), Clare (161) and Corpus Christi (127) — £2.2.0. Kings (89), Emmanuel (98), Queens' (85), Peterhouse (84), Magdalene (55), Sidney (51), St. Catherine's (55), Downing (50), Cavendish (58), Selwyn (95) and Ayerst Hall (18) — £1.1.0.

The P.M.G. was obviously undecided on this new plan, as he asked to see the Secretary on 15th April, 1887 and did not finally approve the minute until three days later.

Although the affairs of the Oxford Union Society are not strictly

relevant, it is of interest to note that in the opinion of the law officers employed by the P.O., the "practices of the Union Society to not infringe the P.M.G.'s monopoly." It is also of interest to hear what the P.M.G. said: "I have read with great satisfaction the opinion of the law officers — sustaining in the main the view I have taken of the course adopted by the Union Society. The question as regards the colleges is I suppose to be regarded as having been settled in my predecessor's time, and it is not necessary to discuss it. I agree that it is probably the best course to let the matter drop without further correspondence with the Oxford Union. And I shall be glad again to consider the question of multiplying the deliveries in Oxford and Cambridge, if somewhat diminished in frequency from the former scheme and limited if possible to term time." The minute is dated 29th April, 1887, and it was not until four weeks later that the Secretary was able to reply, after receiving reports from the Surveyor of the Eastern District and the postmaster of Oxford. He put forward good reasons for carrying out the whole scheme upon the lines submitted in the first instance. "... the efficiency and convenience of the new services would be much impaired by their reduction in frequency or by their limitation to term time, and that while the college authorities would be dissatisfied with the one, the townspeople would be very apt to resent the other; so that the Department would give umbrage on both sides." He also pointed out that "It would hardly be safe to employ casual or temporary postmen upon duties necessitating their visiting in some cases the interior of the colleges and often having access to rooms at times when their occupants may be absent" The P.M.G., however, was not to be persuaded! It is likely that he saw the force of the arguments put but refused to give way. He retorted "I have read carefully the reports from Oxford and Cambridge and having a familiar acquaintance with the circumstances of one of the towns still consider the proposed service as largely in excess of reasonable requirements. It is the unfortunate consequence of the fussy and ill advised interference with college messengers that the Department is now called upon to multiply a service which appears to have previously amply sufficed for the public needs. I cannot approve of a system of 12 deliveries per diem; let a new arrangement be considered by which 8 or 9 deliveries are made daily and I shall be glad to sanction it, if a corresponding reduction in cost is effected."

It was two months before a modified scheme was put forward. It was now proposed to increase the number of daily deliveries at each town to eight, and the following table gives details of the

old and new collection and delivery times at Cambridge :

COLLECTIONS

Present		Proposed
2.00 a.m.	1st	2.00 a.m.
8.50 a.m.	2nd	8.50 a.m.
11.30 a.m.	3rd	10.45 a.m.
1.35 p.m.	4th	11.45 a.m.
2.50 p.m.	5th	1.35 p.m.
4.15 p.m.	6th	2.50 p.m.
5.05 p.m.	7th	5.15 p.m.
6.40 p.m.	8th	8.15 p.m.
9.10 p.m.	9th	9.10 p.m.

DELIVERIES

Present		Proposed
7.00 a.m.	1st	7.00 a.m.
9.45 a.m.	2nd	9.45 a.m.
1.00 p.m.	3rd	11.30 a.m.
2.30 p.m.	4th	1.00 p.m.
5.30 p.m.	5th	2.30 p.m.
7.30 p.m.	6th	4.30 p.m.
	7th	7.00 p.m.
	8th	9.00 p.m.

The additional force required consisted of 11 auxiliary postmen, each performing two duties a day and having wages of 12/- per man.

A request, originally made in December the previous year, for an assistant inspector of postmen on the scale 25/-, 1/-, 30/- a week, was repeated by the Surveyor. The Secretary thought that the postmen's scale of 18/-, 1/-, 22/- coupled with a daily allowance of 3/- a week would suffice. The mean additional cost involved amounted to about £456 a year, of which about £310 was for new services, and about £146 for maintaining the present services on a proper footing. The P.M.G. approved this new arrangement on 28th July, 1887 without comment. A letter, outlining this scheme, was drafted and sent to the Treasury early in August, but the P.M.G. had to have his say. He inserted the following paragraph in the body of the letter: "Greatly as I regret the step taken by my predecessors in thus insisting upon a privilege which is at best open to question in this particular instance, it has only been my duty to consider what should be done to repair the public inconvenience resulting from the enforcement of his demands."

The Treasury sent a letter on 20th August asking why the new additional services were not limited to term time. This was carefully and tactfully explained to them and it is interesting to

note that the town population figures of Oxford and Cambridge were quoted as 44,000 and 37,000 respectively. On 6th September the Treasury refused to sanction the outlay involved. The poor surveyors were then called upon to prepare amended schemes at less expense. This modified scheme meant one additional delivery at Cambridge, which gave both towns the same number. It was mentioned that the cost of a collection, as compared with that of a delivery was small

The present costs at Cambridge were listed as :

*6 auxiliary postmen @ 8/-	=	£125	2	6
5 auxiliary postmen @ 7/-	=	£91	5	0

Cost per annum	=	£216	7	6
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* As these men left the service their places were filled by auxiliaries at 7/- a week.

The new costs were shown as :

	£	s.	d.
1 assistant inspector of postmen, 18/-, 1/-, 22/-	=	52	2 10
Personal allowance to-do- 3/-	=	7	16 5
*6 auxiliary postmen @ 13/-	=	203	7 0
5 auxiliary postmen @ 12/-	=	156	8 4
5 allowances of 3/- a week each) for clearing boxes at 6.40 p.m.)	15/-	39	2 1
	£458	16	8
Deduct present cost	216	7	6
Increased expense	£242	9	2

* As these men left the service their places would be filled by auxiliaries at 10/- a week.

The Treasury sanctioned this new scheme and on 21st October 1887 the surveyors were instructed to give effect as soon as possible to this authority.

As will be seen from the notice "posted" in the Cambridge post office on 3rd November, 1887 (illustration, plate 6), they certainly did their job quickly, as the additional delivery commenced on Monday, 7th November.

It was not long before the P.M.G. was able to fire a few more broadsides in his battle with the solicitor and law officers! Early in 1888 Mr. Moule, the Principal of Ridley Hall, made application that any letters there might be on a Sunday for Mr. Nixon, one of the students, might be delivered to him at the Cambridge post office, notwithstanding that the Sunday delivery of letters at Ridley Hall had been discontinued at Mr. Moule's request. The Secretary

thought that "although the request might perhaps have been granted on this particular occasion, it must be clearly intimated to Mr. Moule that such exception could not be repeated, as it is not only contrary to the rule that a delivery at the P.O. cannot be substituted for delivery by postmen but also because it would be extremely inconvenient if any kind of understanding were once permitted that persons could have the Sunday delivery of their letters discontinued but at the same time could get their letters delivered on any occasion when they especially desired them." The Solicitor expressed the opinion that the request for the entire suspension of the delivery should be complied with, as the non-delivery of letters on Sundays appeared to be one of the fundamental rules of the institution of which all the residents may be presumed to be fully aware and to which they must be expected to conform. It also appeared that there was a messenger at Ridley Hall who was employed to take notes into the town at stated hours, the notes being placed in a box at the porter's lodge. The Solicitor maintained that although no specific payment appeared to be made for such delivery, the practice was not in other respects distinguishable from that which formerly existed at other colleges. The Secretary agreed, and stated that the Principal should be informed accordingly. This remark brought the following rebuke from the P.M.G. : "I quite concur with the Secretary and the Solicitor in recognising Mr. Moule's authority to stop a Sunday delivery at Ridley Hall. But I am decidedly of opinion that if the P.O. is open, letters should be handed on Sunday to callers if known at the office, as Mr. Nixon, I suppose, was. There are little matters of public convenience where it is altogether impolite and unnecessary to provide friction. The same consideration must prevail respecting the messenger from Ridley Hall. The Solicitor is well acquainted with my opinion, as also of the Law Officers on the subject and I am surprised that he has raised it again. I feel little doubt that the interference with college messengers was illegal and am sure it was extremely ill advised."

This brought some "observations" from the Solicitor, but the P.M.G. put him down firmly, saying :

"I am obliged to Mr. Hunter for bringing the matter under my notice. I would only point out that the opinion of the Law Officers in April 1887 was not sought upon this point (a delivery by college servants), but was given against the Department on a point (delivery by the Union Society) where the P.M.G.'s privileges appeared to be much more capable of being asserted."

In October the Senate House pillar box was removed to Caius College and this soon brought complaints. The explanation given was that a new letter box (pillar) had been put up at the gate of King's College, and to distribute the receptacles more equally, the pillar box which previously stood at the corner of St. Mary's

Passage was moved 65 yards to the gate of Gonville and Caius College, which it would accommodate as well as the greater part of Trinity Street. There was no case for three boxes.

In December 1890 an application was received for the erection of a wall box at the gate of St. John's College. As this was only 120 yards from the post office it was within a shorter distance than was usually allowed, but as the college buildings extend for a considerable distance back, the application was granted.

In the following March a pillar box in Hauxton Road was displaced and damaged by two Pembroke College undergraduates. Their tutor, Rev. C. H. Prior, interceded on their behalf and legal proceedings were foregone, but as this was not the first time that this box had been "injured", it was stated that the P.M.G. would feel "constrained, should anything of the kind occur again, to put the law in motion." Once again the P.M.G. had his say :

"I think the undergraduates should be required to make good the expence caused by their folly and to make a donation of £1 each to the Rowland Hill Benevolent Fund, if they are to escape further proceedings."

Special telegraph messengers were employed during University festivities in June 1894.

For the redirection of telegrams addressed to colleges the ordinary rate was charged from July 1895.

A day mail service between Cambridge and Oakington was established in February 1896 and this gave the opportunity of affording a third delivery at Girton College en route.

Two letter deliveries were suspended during the long vacation, but as the minute is dated 26th November, 1897, it was presumably not enforced until 1898.

A Sunday evening collection from Girton College was established in March 1898.

An allowance was given to the postmaster at Cambridge in January 1903 for adult messengers who had to deliver telegrams after 9 p.m. during term time.

The method of calculating the average return of business at both Oxford and Cambridge was assimilated in 1905. It was proposed that letter returns be taken in July and November each year.

From January 1907 a bag at 12.55 a.m. was established from Oxford to Cambridge.

Under a warrant of the Home Secretary, dated 23rd October 1906, the P.M.G. was authorised to detain any postal packets emanating from a sender in France. Instructions were duly issued to that effect but several circulars escaped detection, both at Cambridge and at the office where the mail in which they were sent from France was opened.

Cards advertising obscene literature were sent and delivered to Trinity Hall, but not for long as renewed instructions were given that these were not to be delivered.

An assistant postman, H. Wilsher, was assaulted by undergraduates whilst on duty during June 1908.

A special North Mail delivery at Girton College was established in July 1908. It would appear that the amount of mail addressed to this college continued to increase, as in March the following year, the Cambridge to Girton College and Toft rural auxiliary's wages were raised.

The Milton to King's Hedges rural post was extended in September 1910 to the new University farm. At the same time the Swavesey to Trinity College farm rural post was made into a cycle post and extended. Three months later this post was again extended.

An additional collection from Girton College was authorised in June 1911.

In September the whole question of the treatment of correspondence addressed to members of the University was again brought up. Apparently in March 1910 the Cambridge postmaster reported that the treatment of mail addressed to members of the University residing outside the college differed from the usual practice.

No doubt all the boxes of papers, which are still held in London, were brought out, dusted and read!

It was agreed that as "the exceptional treatment imposes upon the P.O. staff extra work and responsibility, and as there appeared to be no justification for continuing the exceptional arrangements," letters were to be sent to the heads of sixteen of the colleges pointing out precisely in what respect the arrangements now in force were exceptional, and intimating that on and after 1st October the delivery of postal packets would be brought into line with that in force elsewhere.

Replies were received from eight out of the sixteen colleges, and two of the replies were merely acknowledgments. Objections raised were (1) communication received at an inconvenient time, i.e. during vacation, (2) arrangements had been made as a compromise in 1885-6 when private collections and deliveries were abolished, and (3) that new arrangements were not to be introduced without giving time for responsible officers to discuss details. In view of points (1) and (3), it was agreed that the changes be deferred until the beginning of the Easter Term (about 10th April). Regarding point (2) the Heads of Queens', Jesus, Gonville and Caius, and St. John's Colleges were told that "the collection and delivery of letters . . . which were withdrawn in 1885 were objected to entirely on the ground that they were an infringement of the P.M.G.'s monopoly (which of course could not be the subject, as was explained at the time, of anything in the nature of a bargain)

and that the question now at issue in no way concerns the point then dealt with."

A further more explanatory minute was addressed to the P.M.G. by the Secretary on 26th October, 1911. It contained the following points which do not appear in earlier correspondence on this subject

The head of Christ's College argued that "room-to-room delivery is made by the P.O. at the Inns of Court, London."

The Secretary pointed out that the room-to-room delivery was first authorised in 1886 by Mr. Raikes, **who represented the Cambridge University in Parliament**. Now it seems clear why he was so persistent.

The colleges offered every facility for the room-to-room delivery. The staircases were lettered and numbered; the name of the occupiers of the rooms were painted up at the foot of each staircase and over the doors of each set of rooms, and a list of the residents was furnished to the P.O. It was expected that letters for members would bear in the address the names of the quadrangle and the number of the staircase, but except in one instance, St. John's, of which the bursar was informed that insufficiently addressed letters would be left at the buttery, no mention appeared to have been made to the necessity for letters to be specifically addressed when communicating from the G.P.O. to the heads of the colleges.

Letters were, as a rule, addressed to the member merely with the name of the college, and the postmen had to consult the lists supplied by the colleges, but no intimation of any change was made to the P.O. during the term and the postmen had to find out whether alteration was necessary. Only occasionally were letters specifically addressed. When a postman was unable to pass an unregistered letter through the aperture in the door, he entered the room and left it, together with any parcels he might have for delivery, on the table. Few of the doors were provided with letter boxes and letters passed through the aperture fell on the floor. As errand boys and others had access to the rooms, this method of delivery was unsatisfactory. Registered letters were signed for by the bed maker in a member's absence, or if the postman could not find her, by the porter at the lodge or by the person in charge of the buttery. The courts and staircases were in darkness during the winter months and some of the stairs were reported to be much worn and delivering postmen had complained of the risk of accident. The college grounds were not generally open to the public and residents were under the disciplinary control of the Master. As regards the Inns of Court (i.e. the Middle and Inner Temple, Lincoln's Inn and Gray's Inn) letters for residents in Chambers were, as a rule, specifically addressed (e.g. 16, King's Bench Walk) and were delivered as addressed. When the Cham-

bers were temporarily unoccupied, registered letters and any large unregistered packets which could not be placed in the letter box were left at the porter's lodge at the Middle and Inner Temple. In the case of Lincoln's Inn and Gray's Inn, however, such packets were taken back to the P.O. and were sent out by a subsequent delivery. The public were not admitted to Lincoln's Inn after 7 p.m. and to Gray's Inn after 9 p.m. The Middle and Inner Temple gates, however, were never closed. The residents in the Inns of Court were not necessarily law students and were no more under disciplinary control than the tenant of an ordinary house. It was contrary to the practice of the P.O. to distribute letters within an enclosure to which the public had not free access during the usual hours of delivery. The Secretary saw no reason why the decision to discontinue the room-to-room delivery at the colleges at the Easter term should not be maintained. The Surveyor, Mr. Castell, was deputed to interview the heads of the colleges and discuss details with them. Early the following year he submitted his report.

There appeared to have been little disposition on the part of the heads of the colleges to discuss the carrying out of the arrangements, and the chief endeavour seemed to have been to adduce reasons why the room-to-room delivery should continue and to enlarge upon the difficulties and expense which would be thrown upon the colleges when the delivery was put upon a proper footing. The Secretary saw nothing in the arguments put forward to cause the P.O. to modify the decision to deliver postal packets, including telegrams, at the porter's lodge at the entrance gates when the Easter term started on 18th April.

Herbert Samuel, the P.M.G., did not agree. He stated: "I approve with respect to letters and parcels but on the whole I think we must continue to deliver telegrams to the rooms, where the college authorities so desire." He pointed out that in the previous minute he agreed to no more than a further attempt to secure the concurrence of the colleges.

Sir Joseph Larmor, M.P. wrote to the P.M.G., and the Secretary submitted a memorandum which gave the history of the institution of inter-college posts and of room-to-room delivery. This was supposed to dispose of the contention advanced by Sir Joseph Larmor. The cost of undertaking room-to-room delivery was being ascertained but it would be difficult to refuse to deliver fully addressed letters without charge if all staircases, courts, rooms, etc., were properly marked and if the colleges were properly lighted and accessible to postmen at necessary hours. This minute was dated 19th March and ten days later the total cost for delivering letters and other postal packets from room-to-room in those colleges at which such delivery was at present undertaken was estimated at £408.12.8 per annum. These figures had apparently

been obtained to answer a letter from Mr. Rawlinson, M.P. for Cambridge University. He was also told the proportion of the cost which would fall upon each of the ten colleges concerned, which was based on the actual out of pocket cost. A further letter was sent to Sir Joseph Larmor in the course of which reference was made to an opinion of 31st March, 1886 signed by Lord Alvestone and Mr. William Graham, a portion of which Sir Joseph had sent to the G.P.O., and which had not previously been seen by them. This opinion bore out the advice given to the P.M.G. at the time that he was in no way bound to distribute letters from room-to-room. On 13th April each of the heads of the ten colleges were informed that Mr. Herbert Samuel had decided to allow room-to-room delivery to remain until Thursday, 16th May, in order to give time for consideration of the question whether after that date room-to-room delivery was desired to be continued on the understanding that repayment would be made to the P.O. of actual out of pocket expenses incurred over and above the cost of delivery to the porter at the lodge.

On 3rd May the Secretary reported progress to the P.M.G. as follows : "One college (Christ's) has, in terms so qualified as not to amount to any undertaking at all, expressed its willingness to pay cost of room-to-room delivery. Another college (Corpus Christi) wants to be allowed to pay for room-to-room delivery for a month on the chance of obtaining more favourable conditions by the time a month has elapsed, and the following colleges — Caius, Downing, Sidney-Sussex, Emmanuel, Peterhouse, Jesus, and Queens' have sent no definite reply at all. One other college, and that the largest concerned, viz. St. John's, has also sent no definite reply, unless indeed Sir Joseph Larmor, who is understood to be a "resident" fellow of the college, can be said to represent it in any way. But his letter is so worded as not to amount to any definite proposal at all. (A reply from Downing College is now attached, stating that room-to-room delivery of letters is not desired).

I presume that . . . you will not be prepared to grant any further extension. The attitude taken up by the colleges may apparently be described as one of silence and procrastination till the time fixed arrives and then a renewal of protest. Also I presume that you will not be prepared to undertake room-to-room delivery at any college unless the majority or a substantial proportion of the letters for that college bear full addresses and unless the college concerned also complies with the other conditions upon which alone you have expressed your willingness to undertake delivery, as regard the proper marking of courts, staircases and men's names, and as regards the adequate lighting of colleges and adequate access at all necessary times." The P.M.G. replied : "Is it quite clear that we can legally impose as a condition that any considerable proportion of the letters addressed to a college shall

be fully addressed? If the colleges took into court as a test case the delivery at the porter's lodge of a letter which had been clearly addressed to a particular room on a particular staircase, but which had not been delivered there because the bulk of the letters for the college had not been similarly addressed, is it probable that the court would uphold the action of the P.O.?"

On 10th May the Secretary addressed a most lengthy minute to the P.M.G. From this it appeared that divergent views were held by the Secretary and the Solicitor's office. No decisions of the courts or any authoritative opinion could be found which would conclude the matter upon one side or the other. The P.M.G.'s remarks are quite lengthy but must be quoted in full: "The legal position is uncertain, and I do not think that the P.O. should risk proceedings being taken — and the risk is not an unreal one — in which the judgment would be adverse. For such a decision would have to be acted upon in every case which might be serious. It would be better to leave the matter in its present state of doubt, for although that involves the continuation of some services which may perhaps not be obligatory by law, it will allow the P.O. to refuse to establish new services of a similar kind and would throw upon those who wish for them the burden of taking proceedings. There is reason to think that what the colleges are really anxious to have is delivery at the places of address of letters for the bursars and the resident fellows, and that they do not much mind whether the letters to undergraduates are delivered at the porter's lodge or not.

I think that the right course to take is for the department, without admitting legal obligation, to agree to deliver at the rooms fully addressed letters (if proper access is given) as it agreed to do in 1886, and for the colleges, if they wish for additional service, to pay for it.

In practice, with respect to those colleges which do not pay for a complete service, the rule that letters addressed to the college only should be delivered at the porter's lodge should be strictly enforced as regards undergraduates' letters, but if some of the letters for permanent residents are addressed to the college only, they should not be sorted out and withheld from delivery at the rooms."

A fortnight passed and then the Secretary informed the P.M.G., for the last time of the progress made. Five colleges, viz: Christ's, Peterhouse, Sidney-Sussex, Jesus and Downing, had given undertakings to pay the estimated annual cost of room-to-room delivery. St. John's, Gonville and Caius, and Queens' had refused, and Emmanuel and Corpus Christi had not yet definitely replied.

The Cambridge postmaster reported that St. John's had begun to deliver its own letters from room-to-room on 17th May. Emmanuel and Downing had suggested that the estimate was too

high and had been informed that the P.M.G. would consider whether the estimate could properly be reduced.

A return had been taken at Cambridge from the evening of 15th May to the morning of 20th May : the highest percentage of postal packets specifically addressed was 13% in respect of any one college, whilst the lowest was 3%. The average proportion of fully addressed postal packets was 8%.

The public notice stated that "no delivery whatever will be made on and after 1st June within a college which has not given an undertaking ; unless a special request to that effect is made to the postmaster of Cambridge by the master or bursar of the college concerned, and by instructing the postmaster of Cambridge that where such application is made the postmaster is to give the postmen such instructions as will enable them to carry out your (the P.M.G.'s) intention, viz., not to refuse delivery, if so requested, of letters addressed (without specific address) to permanent officials of the college such as the master, bursar, resident fellows or tutors, whose whereabouts are in practice known to the postmen, while refusing delivery of similarly addressed letters to other persons connected with the college whether as dons, undergraduates or servants."

Instructions were issued to the colleges, the postmaster and the Surveyor, and a further letter was sent to Sir Joseph Larmor.

There is plenty of scope for the student of postal history to explore this fascinating subject and produce a large volume devoted entirely to the University posts.

CHAPTER VII

TELEGRAPHS AND TELEPHONES

It is not proposed to enter into a long discourse on the "coming of the Telegraph". Suffice it to say that practical telegraphy began with the Victorian reign.

Wheatstone and Cooke produced two instruments which they felt would be of great use to the railways which were then being built. Their first important trial was upon the then recently opened London and Birmingham railway.

The Great Western main line to the west was then opened and the telegraph was first tried between Paddington and West Drayton, later extended to Slough. The use of the telegraph in a public sense was, however, quickly demonstrated. A criminal, who had boarded a train at Slough, was arrested at Paddington by the use of the telegraph line for an urgent message. From then on came the gradual development of the telegraph companies.

The earliest reference ascertained so far concerning the Cambridge post office and the telegraph is a minute dated 20th January 1853: "With regard to the charge for an electric telegraph message I shall request the Telegraph Co., to return the amount to the postmaster and to claim the proper charge in the accounts with the department under the special contract."

Messages were also sent between Cambridge and King's Lynn, and these were authorised to be paid on 3rd February, 1853.

Kelly's P.O. Directory for 1864 lists the following telegraph stations at Cambridge: Electric and International — Railway Station, John Staden clerk in charge. 40, Market Hill, W. Paull clerk in charge. British and Irish Magnetic — Bull Hotel, Trumpington Street, John Taborcase clerk in charge.

On 28th April, 1868 reports were made to the P.M.G. by Mr. Scudamore upon the proposal for transferring to the Post Office the control and management of the electric telegraph throughout the U.K. Between 1855 and 1865 the following statistics were quoted: Length in miles of telegraph lines increased from 8,796 to 16,066½. Number of stations open to the public from 678 to 2,040. Number of public messages from 1,017,529 to 4,662,687.

Cambridge was shown as having a telegraph station within the town limits.

The population was recorded as 26,000. The post office was open for 24 hours a day, but the telegraph station opened at 8 a.m. and closed at 8 p.m.

A statement of work done by Mr. Williams, assistant surveyor of the Office of Works, in fitting up Crown Offices for telegraph business, shows that at Cambridge counter accommodation was re-arranged, and an inner room fitted for the telegraph apparatus.

Mr. Baines introduced the codes for offices, a two letter code for head post offices and a three letter code for sub-offices. The code for Cambridge was "CB".

The G.P.O. took over the telegraph service in 1870 and in January of that year a clerk was appointed at Cambridge to be in charge of telegraphs.

The wires were extended from Cambridge to the race course at Cottenham in April 1872. By the end of the year an additional telegraph messenger had to be employed.

In April the following year additional accommodation for the telegraph service was provided.

In November "telegraph results" from the Cesarewitch (sic) and Cambridgeshire races were called for.

When the Cambridge postmaster applied for an increase in salary in February, 1875, it was stated that the increase in the number of telegrams for the last year was from 56,600 to 86,100. Although the postmaster did not get his increase, it was decided that an additional telegraph clerk on the scale 14/- by 1/- to 21/- a week be "placed" at Cambridge. At the same time the scales of the second and third clerks were increased, the revision costing at the mean £822.6.0 a year.

Office expenses exceeded the allowance by £20.18.4 in the two years ending 31.12.74 and £17.2.4 of this was attributed to the telegraph account. It was proposed that the yearly allowance for telegraphs should be raised from £27 to £40.

Spalding's Directory of Cambridge for 1875 stated that telegraph business was transacted on weekdays from 7 a.m. to 11 p.m., and on Sundays from 8 a.m. to 10 a.m., and from 7 p.m. to 9 p.m.

In 1874 the G.P.O., having heard that it was proposed to build a new corn exchange, proposed that if the Cambridge Corporation would provide an office, they would afford telegraphic facilities.

Early in 1876 the exchange was ready for opening and the G.P.O. was called upon to fulfil their promise, a suitable room having been set aside for use as a telegraph office. For some reason the G.P.O. did not seem to be overjoyed at the prospect, the secretary saying in a minute dated 19th January:

"The opening of an office having been promised in your Lordship's name, I am afraid the department must fulfil that promise. A telegraph wire can be extended to the Cambridge corn exchange at a cost of about £15, but . . . as the surveyor reports that the amount of business will not be great, and as the office will be open an hour and a half only in one day in each week, I would propose that instead of providing wire accommodation to the office, a clerk, and if necessary a messenger, shall be sent to the corn exchange during the time that the weekly market is held to take messages and to transfer them by hand to the P.O." Although the P.M.G. doubted whether this would satisfy the corporation,

siderably lessened the distance of Girton College from a telegraph office and reduced the portage on messages from 1/- to 6d.

To improve the working of the London to Cambridge duplex circuit, condensers for this circuit were provided at the central station in May 1882.

Early in 1883, and shortly after the parcels service was started by the G.P.O., it was decided that the telegraph business would have to be moved from the old office, pending the occupation of the new head P.O. Suitable premises in the shape of a ground floor and basement in Alexandra Street were offered by Mr. C. Turner at a rent of £65 a year. As this was £35 a year less than rooms offered by Mr. Sayle, the department agreed to take the accommodation for two years. Mr. Wm. Fowler, M.P., objected to these new temporary premises as part of the same premises were about to be occupied by a political club. He was informed that: "the department has every confidence that its officers will not be led by this circumstance into any irregularities in the performance of their public duties."

In April the removal of the instruments etc., to the temporary premises was undertaken at a cost of £47.

The annual number of telegraph messages increased by 20,000 between 1881 and 1883, and the Surveyor proposed the employment of five additional sorting clerks and telegraphists of the 2nd Class.

Plans for the proposed new P.O. were submitted and the Secretary suggested that it would be a good idea to have three storeys above the ground floor instead of two in view of the possible increase in telegraph work.

In January 1884 the department was called upon to remove a telegraph pole at Cambridge which stood in the way of building operations. As it was not possible to obtain permission to place it in some other position, there was no alternative but to carry the wire underground at a cost of £11.

A memorial was presented at this time, asking for a telegraph officer at the Trinity Street Receiving office. The distance from the head P.O. was only 500 yards but Trinity and St. John's Colleges, which would be served by the new office, were 300 yards further on. Although the establishment of this new office meant that every message handed in would be subject to one additional transmission, with additional cost and risk of error, it was recommended by both the Secretary and the P.M.G. and was established in June 1884.

A supply of drawing instruments was provided for use in the superintending engineer's office in August 1884.

The receiving office at Newnham was the next office to be fitted out for telegraph business. The cost, including £4 for the instrument, was £19 and it was in use before the end of the year.

Early in 1885 permission for a telegraph office at Barnwell Road was refused.

On 1st July permission was given to incur an expenditure of £181 for removing the telegraph wires to the new post office. No less than 156 yards of new underground work was involved, including the provision of 90 yards of spare wires to the value of £7. An additional expense, estimated at £30, was authorised for providing a pneumatic tube between the counter and the instrument room.

Late in 1886 the wire from Cambridge to Thetford was divided at the Newmarket P.O. for racing purposes.

In March 1887 approval was given to incur an estimated expense of £168 to carry out necessary renewals of telegraph plant in the neighbourhood of Cambridge. At the same time an additional telegraph messenger was employed, whilst another one was employed the following year from 12th July.

On 28th June, 1889 a telegraphic extension to the Victoria Road P.O. was authorised.

On 23rd October, 1889 a further agreement was entered into with the Great Northern Railway for the renting of the telegraph pole yard at the goods station.

In December 1889 permission was obtained for the removal of the telegraph office and stores to larger premises from 114 to 100, Hills Road. The old premises, which were taken in 1878, were now far too small to cope with the tremendous increase in the telegraph service and, although the lease did not expire until Lady Day, 1892, the landlord had expressed his willingness to accept a surrender on two months' notice, provided that the shells of the sheds put up in the yard and the partitions and gas fittings inside the building, were left to him. The office of works considered these terms favourable, as the articles would be of little value if removed, while a claim for dilapidations, which might be considerable, would be avoided.

The owners of the new premises, Messrs. Thoday and Co., were willing to let them on a lease for 10, 14 or 21 years, at a rent of £68 a year, and they agreed to make such external additions as might be required for a further rent reckoned at the rate of 5% on the cost. The office of works reported favourably both on the premises and on the final rent of about £92 a year, which they considered reasonable.

Although Trumpington Street was rather near the head office, an application for the opening of a telegraph office there was granted in May 1890.

A revision of the indoor staff was recommended in July 1890 and the following figures indicate the increase in telegraph business:

Ordinary Telegrams		1890	1886	Increase
Forwarded		68,796	48,956	19,840
Received		104,827	60,181	44,646
Transmitted		107,265	77,897	29,368
Total		280,888	187,034	93,854
News Messages		1890	1886	Increase
Forwarded		9,609	7,275	2,334
Received		16,396	6,062	10,334
Transmitted		224	330	Decrease 106
		26,229	13,667	Increase 12,562

It is mentioned that by 1891 the number of telegraph "transactions" at Cambridge numbered 405,400 per year.

The Hills Road receiving office was converted to a telegraph office in September 1891. Later that month it was decided that tricycles were to be hired for telegraph messengers on express delivery.

A telegraph office was established at the cattle market in October.

A connection between the National Telephone Co. exchange and the P.O. was made in February 1893, and in June the Mill Road office was converted for telegraph business.

Free conveyance for postmen and telegraph messengers on the Fort St. George ferry was granted in December.

Cherry Hinton Road was the next office to be provided with a telegraph office. This occurred in August 1894.

An application for the establishment of direct telegraphic communication between Cambridge and the North of Ireland was refused in July 1897.

It was stated that the only places in England, besides London, which had direct communication with Belfast were Manchester and Liverpool, and in Scotland, Glasgow.

Proposals were put forward in 1897 for the enlargement of the office and stores of the engineer (telegraphs) for the eastern district. These premises were taken in 1890 for a term of 21 years but the stores had increased so much in bulk and variety, owing to the growth of the telegraph service that the building was grossly overcrowded. In fact some articles, for want of space, were left at the Great Northern railway station. The lessor offered to build an extension and to let the whole premises at a rent of £150 a year

for 21 years. This offer was accepted and necessary fittings etc., were provided at a cost of £240.

Urgent application was made in March 1898 to erect a telephone trunk circuit from London to Cambridge.

In October 1898 a telegraph office was opened at Cambridge station on the Great Northern Railway section.

Five bicycles were provided for the use of telegraph messengers in September 1899.

The trunk telephone traffic between London and Cambridge was increasing so rapidly that an additional circuit was provided at the end of 1899. Huntingdon, Peterborough, Stamford, Newmarket and King's Lynn all obtained telephonic communication with other places in the U.K. through Cambridge and the number of calls had increased by 40% during the past year. The estimated cost was £2,116, and it is interesting to note that expenditure out of telephone capital at this time was £1,615,288.

The National Telephone Co. applied for an extension of the trunk telephone system, under guarantee from Saffron Walden to Cambridge. The approximate length of the circuit was 16 miles and the estimated cost of £802 was approved early in 1900.

National Telephone Co. call offices were allowed at Newnham and Trumpington Street offices from June 1902. The following month the office porter's rooms were appropriated at the head P.O. to make additional room for telegraph work.

Application was made to the Treasury in May 1903 for direct telephonic communication to be established between London and King's Lynn, which up to that time had been served by a trunk circuit from Cambridge. The bulk of the traffic from Lynn, which averaged 40 calls a day, was with London.

Sandringham was connected with the Lynn P.O. by means of a direct circuit, and when His Majesty was in residence a considerable number of trunk calls passed between Sandringham and London. It was important that these should sustain as little delay as possible. It was therefore proposed to extend the Lynn to Cambridge Circuit to London by means of one of the three Cambridge to London circuits. As, however, the traffic between London and Cambridge (averaging about 110 calls a day, exclusive of the Lynn traffic, and still increasing) was too great to be carried by two circuits, it was proposed to erect an additional circuit between those points at an estimated cost of £1,950, exclusive of £608 — the value of spare wires to be brought into use.

Early in 1905 application for permission to place an underground telegraphic line along Emmanuel Road from Short Street to Eden Street was sought from the Cambridge Corporation. The corporation opposed this unless "the pipes through which the line is laid are not used for the purpose of conveying telephone wires belonging to the National Telephone Co." This referred to an

agreement dated 2nd February, 1905 between the P.M.G. and the National Telephone Co. which provided for the transfer of the company's system to the P.O. in 1911.

A trunk telephone circuit was provided between Cambridge and Norwich late in 1906 and a site and building were acquired by the National Telephone Company for a telephone exchange.

Telegraph messengers were supplied with tools and trained in linemen's duties in 1908 and prizes were awarded for efficiency.

Additional telephonists were employed from January 1909 and further additional telephonists were appointed in May 1911. A telephone extension was installed at the De Freville office in October 1911.

Kiosk call offices were established at the following points in February 1913 : Market Hill, Donkey's Common, Chesterton Road and Huntingdon Road. This called for the employment of additional telephonists, who were appointed by the end of the month.

A call office was established at Trinity Street office in January 1914.

An extension to the telephone accommodation, with additional equipment, was effected in February 1914.

Call offices were established at De Freville Estate and Magdalene Street offices in April 1914, whilst in the following August another was opened at the Chesterton office.

On 1st December, 1914 a sectional engineer's office at 24, Bate-man Street, was taken on lease.

Call offices were established in February 1915 at Cattle Market, Hills Road, Romsey Town and Cherry Hinton offices.

Provision of a call office at the Grantchester Street office was made in August 1919.

Call offices were authorised at Cherry Hinton Road and Newton offices in March 1920, and at Mill Road in May 1925.

Following an agreement with Cambridgeshire Motors Ltd., a telephone kiosk was erected at Cherry Hinton Road in July 1925.

An agreement was made with the Cambridge Corporation in October 1927 for a telephone call office to be established, under guarantee, at the corn exchange.

In 1930 a new automatic telephone exchange was leased in St. Andrew's Street and a telephone kiosk was provided on Mill Road.

A saving in staff was provided at Bury St. Edmunds, Norwich, Thetford and Brandon offices as the result of introducing tele-printer working on the Cambridge—Bury St. Edmunds route in 1931.

Plans of the new head P.O. telephone repeater station and telephone exchange in St. Andrew's Street were produced in 1932.

"Petersfield Lodge" was adapted as a new sorting office and sectional engineer's office in 1933

Telephone facilities were extended to the Newmarket Road office in November 1934.

In 1965 a new telephone exchange was built of much increased size to cover the vast extension of the telephone over the past 20 years. This building was erected on a site in Long Road, a very residential area.

CHAPTER VIII

CRIME

Two types of crime are directly concerned with the mails. The first is the obvious one of stealing letters and parcels during transit and the second the use of the mails for the transmission of prohibited material. Cases which come under both of these headings have already been dealt with in earlier chapters. It is hoped now to deal with crime under other headings — crime committed against the Post Office and also crime and misdemeanours committed by members of the post office.

In 1824, it was reported that "great irregularities" existed in the transmission of letters between Linton and Saffron Walden and that in all probability frauds were committed on the Revenue. After investigation these reports were found to be untrue, but other disturbing facts were brought to light.

The postmaster of Linton, who was the contractor for the Cambridge and Saffron Walden ride, had employed his son in that business contrary to the positive orders of the Board, he having "violated" the Cambridge bag and abstracted the newspapers, for which he would have been prosecuted but for the objection of the solicitor that the evidence for the conviction would have to be made by the father against the son. The confidence of the public could not be retained when improper persons "or a reputed thief" was employed in P.O. service, and so the boy had to go and the father lost his contract. He was permitted to retain his situation as postmaster after a suitable admonition as to his future conduct.

In 1828 information was received that an attempt was to be made by three armed men to rob the Cambridge P.O. and to steal the mail bag from London. No attempt was made but the special precautions taken by the High Constable cost the P.O. £1.10.0.

A remarkable case took place at the Cambridge January Sessions 1832, and as the brief for the Crown is still preserved, I propose to quote from it at some length.

Case

"Mr. James Brown is and has for many years been the postmaster of Cambridge. Considerable alarm was excited at the P.O. for some days previous to that laid in the indictment in consequence of the discovery of several packets being dropped into the letter box containing gunpowder. The first of these packages was found in the receiving box on Friday, 25th November, 1831. It was made flat and pasted together and then stitched round; after the gunpowder appeared to be put in, a long narrow label was attached to the packet, the inside of the label having what is called touch paper fixed to it so that by setting a light to the top of the touch paper it would from the length of the label require some

time before the touch paper would be consumed down to the powder so as to ignite it. The postmaster on seeing this packet felt some alarm about it but kept quiet. On Saturday, 3rd December, a somewhat similar parcel was found with the letters, with a like sort of conductor composed of touch paper attached to it of about a foot and a half in length.

On Tuesday evening, 7th December, a third package was discovered in the letter box. In consequence of these alarming and dangerous circumstances the postmaster made a communication to the G.P.O. and to John Purchas, Esq., the mayor of the town. An arrangement was made for watching the persons who went to the letter box. Holder and Radford were the police officers employed, one at the letter box inside and the other at a convenient distance from the box outside. Nothing occurred until Saturday evening, 10th December. A short time before the watch took their stations (a little after 7), Charles Brown, the postmaster's son, who was going home, observed at the letter box an individual dressed as a student of the University endeavouring to secrete something hastily in his breast pocket. From these suspicious circumstances he was induced to watch him. The individual went into Trinity Street where he continued walking about a quarter of an hour. He then entered a shop, lighted a cigar and proceeded to the P.O. window. He was there seen by Holder to put something into the box and retain a portion of it in his hand — endeavouring to ignite it with his cigar. In the meantime the police officers had arrived and taken their stations, and it had been arranged that the officer inside, the moment he discovered any packet dropped into the box, should break a pane of the glass of the P.O. window as a signal to the officer outside to take the person instantly into custody. The moment the packet was suspended it was seen inside and the window smashed without delay, and he was apprehended in the very act of igniting the touch paper annexed to the packet of gunpowder. Holder went into the P.O. and found the packet in the box, the end of it appeared to have been burnt and he tore it off fearing it was touch paper — some gunpowder fell out of the packet.

On being taken into the P.O. he stated his name to be Henry Braine, a student of Trinity College. He was then taken to the mayor's and committed for further examination on Tuesday.

On attending at the mayor's on the Tuesday the above facts were all sworn to and the mayor committed him to take his trial for this offence. As his friends refused to bail him, a scientific gentleman was called before the mayor to prove the nature of the contents of the packet found on the Saturday, who proved it to be gunpowder and of such a quantity that if it had exploded would have destroyed the letters and might have injured any person near at the time.

On the Saturday evening after conveying Mr. Braine to the gaol, Radford was directed by the mayor and magistrate to go to Mr. Braine's rooms and seal up the doors that nothing might be lost upon going into his rooms. Radford saw a pot of paste standing on the table and on the cover of a book he found some scattered gunpowder. Mrs. Smee, where the prisoner lodged, was present and told Radford that Mr. Braine had borrowed half pence of her two or three times and sent out for gunpowder and that she had seen him use wet gunpowder that night (the 10th) and paste it on some paper and showed him the lid of a soap dish in which he had mixed it up—she begged of him to let her wash it; he replied he would wash it himself—it was nothing but a little gunpowder—she then said poor young man he is not right in his mind.

The following is a copy of the depositions on which the prisoner was committed for trial. The informations of James Brown, Charles Edward Brown, Samuel Holder, William Radford, Isiah Deck and Mrs. Sarah Smee, taken on oath before John Purchas, Esq., mayor of Cambridge, and one of H.M.'s justices of the peace in and for the said town."

The depositions confirmed what has already been related with very few additions. Charles Brown mentioned that Braine went into Mr. Warwicker's shop to light his cigar. William Radford stated that he found part of a cigar in Braine's breast pocket. Isiah Deck is quoted as saying that about an ounce and a half of gunpowder remained in the packet when it was given to him to examine.

It was thought that the defence which would be set up would be that the prisoner was insane when he committed the offence and therefore not accountable for his conduct. Various affidavits were transmitted to the P.M.G. to induce him to forbear a prosecution. Some of these were sworn before W. Mortlock, a magistrate, and others before A. I. Abbott, a J.P.

It was also stated that the gaoler was said to be in possession of several of the prisoner's letters which went for to prove that although the writer might evince great eccentricity of conduct, his mind was perfectly sane when they were written.

The Duke of Richmond (P.M.G.) was advised by the Attorney General that "there can be no objection to send the affidavits to him" and he was later advised that they could be satisfied with the affidavits.

Luckily Braine was in fact brought to trial and was sentenced to six months imprisonment and a fine of £5, being found guilty with intent to burn the letters. Francis Freeling wrote: "We have had a narrow escape — had we followed the Attorney General's advice — we should have defeated the ends of justice. It is clear by the severity of the punishment what was thought of the guilty individual." The affidavits were not produced at the trial, and

no plea of insanity was entered. The G.P.O. were full of praise for the way the Cambridge Chronicle recorded the trial and Francis Freeling remarked: "If any application hereafter should be received on these (insanity) grounds, with the object of abridging the term of imprisonment, this paper may be referred to with advantage."

Between 1880 and 1885 there were several "irregularities in accounts" reported. Three were reported from Magdalene Street and one from Trumpington Street. In all probability these were caused through ignorance and inefficiency rather than through dishonesty.

In 1886 H. Cooke, a postman, was found tampering with a date-stamp but his punishment is not recorded.

Henry Mitchell Pink, sorting clerk and telegraphist deliberately opened a letter clearly addressed to a relation of his and he endeavoured afterwards to defend himself by means of a false statement that he had been authorised by his superior officer to open the letter. His appointment was not confirmed, a most polite way of saying that his services were dispensed with. Following this October 1887 minute, W. Peddle, mail messenger, was involved in a charge of missing mail in March 1888. No details are given but he is referred to again in September, when he was intoxicated. Ten years later he was intoxicated again and lost one of his two good conduct stripes. This was later restored following good conduct without blemish.

Deficiencies in the accounts at the Magdalene Street office were reported in June 1895. In December 1900 cash deficiencies at the same office resulted in Miss Yorke, late assistant, being accused of dishonesty.

J. P. Furnell, an auxiliary rural postman, was arrested on 7th May, 1896 and committed for trial on two charges of theft of letters containing coin. On 1st June he pleaded guilty and was sentenced by Mr. Justice Mathew to 12 months imprisonment with hard labour. He was dismissed.

The sub-postmaster of the Newnham office was cautioned in May 1899 for irregularities in his accounts. The office was removed to new premises in December 1901 and the sub-postmaster was allowed to retain the "wine etc." license! The following September the sub-postmaster was again cautioned, this time for careless keeping and deficiency in accounts. A further caution followed in March 1903 for further irregularities in the accounts. His story comes to an end in June 1903, when we read: "Newnham T.S.O. T. Blyth, sub-postmaster. Insolvent. Resignation."

Irregularities in the accounts were found in the head office in May 1899, whilst letters were lost there the following month.

During the year 1900 various irregularities were reported.

Ten shillings was missing from a remittance letter from Toft

to Cambridge and a further 10/- from a similar letter from Barton. The Toft sub-postmaster and W. J. Aphorpe, a sorting clerk and telegraphist, had to make good these deficiencies.

These reports had an interesting sequel in April 1901 and the case history, although a long one, is worth repeating.

On 29th August, 1900 a remittance of postage stamps value 10/- was made up in the Cambridge office and addressed to the sub-postmaster of Toft, by Mr. Ransom, a sorting clerk and telegraphist, who transferred it to another S.C. and T. named Bright. All letters for Toft were sent in a sealed bag to Barton sub-office, whence they were conveyed in an open pouch by a rural postman. Mr. Bright, whose duty it was to make up and despatch the Barton bag at 5 a.m. on 30th August, duly entered the remittance on the Barton letter bill. He said that he then enclosed the remittance in the bag and that he securely tied and sealed the bag and there was no reason to doubt his statement. The bag in question was conveyed by mail cart and arrived at Barton at 5.30 a.m. where it was opened by the sub-postmistress, Mrs. Harriet Page. She says that the remittance could not be found and she endorsed the letter bill accordingly. No further trace of the remittance had been found. In view of two previous cases affecting the Barton office there was reason for suspecting that Mrs. Page had stolen it. These two cases were :

(1) Mrs. Page had sent a remittance on 24th May, 1900 to Cambridge, which, according to her, had contained 15/1 in coin but when it was opened only 5/1 could be found.

(2) On 12th February, 1900 the sub-postmistress of Toft enclosed two half sovereigns in a remittance letter addressed to the postmaster, Cambridge, which was conveyed in an open pouch to Barton sub-office, where Mrs. Page enclosed it in a sealed bag for Cambridge. When the letter was opened in that office, it contained no money. It was found that the letter had been very insecurely fastened by the sub-postmistress of Toft and could have been opened without leaving any traces of tampering. She was, therefore, held responsible and called upon to make good the amount.

Another reason for suspecting that Mrs. Page had stolen the remittance of 30th August was that about that time she apparently had obtained postage stamps other than by requisition in ordinary course from Cambridge. It could not be ascertained what kind of stamps were enclosed in the remittance but in all probability they were 1d. stamps.

Penny stamps were supplied to Barton on four occasions between 1st and 22nd August amounting in all to 29/6, which gave a daily average of 1/5, but no application for 1d stamps was made from 23rd August (when 8/- worth were supplied) until 3rd September.

This gave a daily average consumption of about 8½d. From 4th to 11th September 1d. stamps were supplied on three occasions amounting to 16/-, which gave a daily average of 2/-.

When the postmaster of Cambridge visited Barton on 28th February, 1900 to investigate the loss of the remittance letter of 30th August, he took the opportunity to check the credit stock of stamps and postal orders, £4 in all. Barton was not a money order office but issued postal orders. Mrs. Page tried to evade producing the stock, alleging that it was in a tin box, of which she had lost the key, in a bedroom upstairs but she declined to produce the box. On being pressed to do so, she left the premises and on her return she produced £4 in gold and silver and said: "There is the money for the stock." When asked where she had obtained the money she said she had cashed a cheque at the baker's opposite, but on enquiry being made it was found that this statement was untrue and that she had borrowed the money.

Mrs. Page, when informed of this, stated that the cheque with another cheque was in the tin upstairs, and when she had found the key she would give the baker the cheque for the money he had given her. All the stock and cash found in the office consisted of 12 penny stamps and one penny. When asked if she had any more, Mrs. Page said that she had in the tin box postage stamps value 5/- and postal orders value 10/6 or 11/-.

This stock was not produced nor were the cheques, but Mrs. Page admitted that the latter had been paid to her by Mr. Monkhouse, the Vicar of the Parish, who on being seen stated that he had drawn two cheques in favour of Mrs. Page, one for £1.9.10 on 1st February and the other for £2 on 5th February, the latter being a loan to enable her to pay her rent. In a written communication sent to the postmaster a few days later, Mrs. Page alleged that she had found the key of the tin box on the stairs and that on examining the contents she found 7/5d. worth of 1d. stamps and postcards, but no postal orders, and that there was only one cheque, that for £2, the one for £1.9.10 having been cashed by her about a fortnight previously. An effort had been made to ascertain on which date the £2 cheque was cashed, but the drawer declined to furnish the information. It was clear that at the time of the postmaster's visit a serious deficiency existed in the credit stock and that Mrs. Page tried to deceive him. In view of these circumstances, Mrs. Page was dismissed and the office was declared vacant.

Almost immediately another interesting case is recorded. In consequence of reports from the postmaster at intervals between 30th November, 1900 and 22nd April, 1901 impugning the honesty of Mr. Francis Herbert Fromant, a S.C. and T. at Cambridge employed on counter duty, and especially alleging suspicion against him of intentionally giving short change to purchasers, steps were

taken at the end of April to test him in this respect. On 27th April, messenger Cartwright attached to the confidential enquiry branch asked Mr. Fromant for a money order for £4.6.0, which cost £4 6.4. In payment he put down first two sovereigns and four half sovereigns, secondly another half sovereign, thirdly 6/6d. in silver. Mr. Fromant drew the single half sovereign towards him and dropped all the gold coins into his drawer before Cartwright had time to put down the silver. He then put the silver into his drawer and gave Cartwright 2d. change and, though Cartwright loitered, did not call him back.

On 4th May, Cartwright's wife took a money order for £3.17.9 to Mr. Fromant to be paid. He put three sovereigns and a half sovereign in her hand. She put down the coins to open her purse. Then she said: "There is another 7/9d. He put down 7/9d. She picked up the 7/9d. and put the coins in her purse, then she picked up the three sovereigns and put them in her purse. She thus left a half sovereign on the counter. Then she put her purse in her pocket. She put her baby on the counter during the transaction. When she began to take up the baby she saw Mr. Fromant stretch out his hand for the half sovereign. She walked slowly out but was not called back. On neither occasion did Mr. Fromant make any report or shew any excess in his cash.

On 6th May, Mr. Tutton of the confidential enquiry branch, saw Mr. Fromant. His explanation was that he remembered nothing of the transaction of 27th April, that he remembered the transaction of 4th May, but that he certainly did not take the half sovereign, which he suggested might easily have disappeared in some other way. As there was no doubt that Mr. Fromant was guilty of dishonesty, he was dismissed.

As a lesson in the social behaviour of the period, it would be difficult to find a better example than the long minute of 9th August, 1902 which is quoted briefly here:

"The enclosed papers deal (1) with a case of betting and gambling on the part of postmen and messengers employed in the Cambridge office, (2) a case of alleged tampering with betting letters at Cambridge, and (3) the alleged theft of private property in the Cambridge office.

The several cases have been thoroughly investigated by the postmaster of Cambridge and the result of his inquiry is briefly as follows:

(1) that card playing and betting have been indulged in to a considerable extent by various named officers.

The card playing and gambling has not taken place in the office but chiefly at a small public house in Cambridge which was raided by the police at 10.40 p.m. on 24th May last. The officers concerned with the exception of two were found there, and there

seems little doubt that they were or had been engaged in gambling for money or money's worth.

William Plumb, town postman, appears to have been one of the worst offenders if not indeed the worst offender. In addition to gambling with cards he admits that he has been in the habit of betting on horse-races, that he has betted with his colleagues in the office, and that he has disseminated betting information amongst them. Further, he has threatened with violence a messenger named Batterson on the assumption that he had given information which led to the irregularities being brought to light, and he has declined to furnish a written explanation in the matter when called upon by the postmaster to do so.

F. W. Brennan, rural postman, is another of the worst offenders. There is reason to believe that, apart from the present case, he may have tampered with letters, containing betting information, which have passed through his hands. He has, however, resigned his appointment since inquiry was made into these cases. I think, however, that he should be recorded as having been dismissed.

W. G. Parker, an assistant postman (unestablished) was another offender. His case is aggravated by the fact that he was on sick leave at the time. He admits betting on horse races but he denies playing cards for money. His denial cannot, however, in face of the evidence which is forthcoming, be accepted. He declined to furnish any explanation when the case was put to him in writing. Further, his honesty has since been in question. There seems to be good reason to believe he stole two eggs, belonging to one of his colleagues, from a basket in the office on the night of 14th June. Although there seems to be an element of doubt in the case the postmaster states that he is convinced that Parker stole the eggs. He is described as an unsatisfactory officer and he is not regarded as a suitable person for an unestablished appointment, and I submit that, as proposed, his services be at once dispensed with.

The inquiry into this matter has shown that the practice of betting amongst the Cambridge staff is deep rooted and widespread."

Bags from Cambridge and Newmarket were stolen in June, 1906 before they reached Bletchley Station.

A further serious case of betting was reported in February, 1909. The minute read as follows:

"In consequence of complaints by certain bookmakers at Cambridge which gave rise to a suspicion that betting frauds were being perpetrated through the post, enquiry was made by a clerk of the investigation branch.

From the reports now submitted it will be gathered that it has not been established that any P.O. servant at Cambridge has committed or conspired to commit any fraud on a bookmaker, but it

has been shown that several officers have been concerned in betting transactions, and four of them were suspended from duty.

One admitted that for some time past he had been making bets on horses in a name other than his own, that he had accepted money for bets from other officers at Cambridge and that on several occasions he had irregularly placed letters from himself to a bookmaker in course of post. It is not suggested that there was any fraudulent intent.

Another admitted that he had given to a colleague "tips" obtained from telegrams passing through his hands and that he had made bets accordingly. Another admitted that on several occasions he had accepted money for bets and that he had kept the money, laid odds himself and paid the sums won to the men concerned — in fact had acted as a bookmaker."

G. Everest, an unestablished cleaner (ex-Navy), was convicted for the theft of a postal packet and was dismissed in June 1913.

Many petty offences other than those referred to in this chapter are chronicled in the post office records.

CHAPTER IX

POSTAL AND SOCIAL HISTORY

This chapter is intended to bring together various odd items that have been omitted, for various reasons, from previous chapters.

F. Simpson, of Cambridge, was charged additional postage on a book in April 1848. This he refused to pay as the additional postage was levied simply on account of the coat of arms of the owner of the book being pasted in the front in the customary manner.

The additional levy was withdrawn and the book returned to Mr. Simpson.

In the following month there was a similar case where the additional postage was refunded to I. G. Forest, of Cambridge. In this instance the additional postage was charged in consequence of the applicant's name as well as that of the college to which he belonged being written inside the book.

Neither case could hardly be considered as an infringement of the regulations.

The money order reserve at Cambridge was increased from £100 to £150 in October 1848 and further increased to an undisclosed amount in July the following year.

The Secretary wrote the following in August 1852: "I presume if Mr. Adcock furnishes the postmaster of Cambridge with a written authority for the delivery of his registered letters to his clerk, who resides at his offices, the letters may be delivered accordingly, and the clerk's signature to the receipts accepted as sufficient acknowledgment."

Mr. Francis Rowell, M.P., wrote on behalf of the Cambridge branch of the Y.M.C.A. who were desirous of borrowing the models of the Railway P.O. carriages which had been exhibited at Paris, for a soirée at Cambridge on 3rd March, 1868. This request was rejected for several reasons. The models were not the exclusive property of the department, and the risk of their being seriously injured if entrusted to "unskilled hands" was great. Even if security could be given that no injury would ensue, the permission, if granted, would have become a precedent which would render it difficult to refuse future applications.

Cambridge wished to illuminate the P.O. buildings on the occasion of the Queen's birthday in 1869, but this request met with the retort: "It is not usual to illuminate P.O. buildings . . . and I scarcely think it necessary to make an exception . . . on the present occasion."

Dr. James Carter was appointed medical officer to the Cambridge P.O. on 30th January, 1872.

Lamps were provided for auxiliary letter carriers and bag collectors at Cambridge in October 1873.

Authority was given in December 1880 for painting letter boxes, but whether they had been painted between 1867, the last recorded date, and 1880 is not known.

When Dr. Carter took Dr. Lawrence Humphry into partnership in 1884 the appointment of medical officer was transferred to "the firm of Messrs. Carter and Humphry."

Things must have been "looking-up", as authority was given for painting the letter boxes in October 1884, less than four years from the previous permission.

Contracts for repairs to parcel post baskets were entered into in 1886 for the following towns: Peterborough, Norwich, Cambridge and Ipswich, and the first account for the repairs at Cambridge to 31st December, 1886 was lodged early in January the following year. Unfortunately no amount is quoted.

Contract prices for fitting battens for the parcel baskets were obtained at this time but again no figures are available.

Painting the letter boxes seems to have fallen into a four yearly pattern at this time, as a further minute is recorded dated 7th August, 1888.

Early in 1889 it was reported that the Cambridge Trustee Penny Savings Bank was closing.

During the latter part of 1889 the letter box at the Chesterton Road receiving office was altered so that it opened from the outside.

In June 1890 it appears that the six monthly audit of the parcel post account for the period ending 31.12.88 had revealed irregularities at Cambridge but no details are given.

Repainting of letter boxes was again undertaken, after two years only, in September 1890.

Enamelled notice plates "licenses" were supplied, on requisition, to Cambridge and Great Yarmouth in October 1890.

More re-painting of letter boxes occurred in June 1891, which could mean that only a set number were re-painted at any one time.

It is interesting to note that the cost of running the Cambridge office increased from £1703 in 1879 to £4077 in 1891. No doubt some of this increase was due to the fact that the hand carts had to be repaired in November 1891!

In December 1885 Dr. Carter, one of the partners in the firm Messrs. Carter and Humphry, medical officers to the P.O., retired from the firm but the vacancy was not reported to H.Q. The remaining partner, Dr. Humphry, continued to perform the duties of medical officer to the satisfaction of the department, and it was not until June 1894 that the appointment was made out afresh in his name. The P.M.G. commented: "In cases of partnership, surveyors should periodically enquire whether the work is actually

being done by the medical officer of the department."

Dr. Humphry resigned shortly afterwards and seven applications were received for the post.

Dr. Lloyd Jones, who held a high rank as a rising physician, was recommended by the Surveyor as the most suitable, and although it was pointed out that Dr. Griffiths, who had repeatedly acted as locum tenens to Dr. Humphry, had performed the duties to the entire satisfaction of the department, the P.M.G. conferred the appointment on Dr. Lloyd Jones.

A county directory was supplied to the Cambridge office in 1896.

Dr. Lloyd Jones resigned in 1903 and eight applications for the appointment of medical officer to the Cambridge P.O. were received.

The Surveyor recommended Dr. Roderick and he was appointed.

In 1904 fire alarm circuits were fitted to the houses of the volunteer fire brigade and a license and a royalty were not insisted upon.

The allowance for testing the fire appliances at the Cambridge P.O., which had been increased in 1896, was reduced in 1909 but no figures are available.

Installation of electric light took place in the head P.O. in August 1909.

In 1915 four cases of grave misconduct against Mr. Quinney, a postman at Cambridge, were brought before the P.M.G. They had all arisen since Mr. Quinney was refused permission to enlist in the postal section of the Royal Engineers on account of his bad official record and he was reported to have become particularly objectionable in his conduct generally following that refusal.

An up-to-date conclusion to this chapter is a reference to the use of codes for automatic letter-sorting which, after several years of experimenting at Norwich, became known as 'postcodes' and were extended to some of the larger cities.

On 25th November, 1968 a prominent advertisement appeared in the local press requesting the public to include their post code in the address on notepaper and to use the relevant post codes on all correspondence. All occupiers of premises in the Cambridge area, of approximately 12 miles radius, were notified of their post codes. Cambridge was divided into five sectors, the outward part of the code being CB1, CB2, CB3, CB4 and CB5, the inward part comprising a figure and two letters : e.g. CB3 2NS.

At the time of writing this history the complete automatic sorting from the coded addresses is not yet in operation.

CHAPTER X

POSTAL MARKINGS

The first postal markings were introduced by Henry Bishop in London in 1661.

Apart from the Channel Islands, provincial handstamps were introduced about 1700

On 7th May, 1965 the writer experienced the thrill of discovering the earliest Cambridge strike yet recorded. This is a straight line "CAMBRIDG" stuck on a letter dated 12th February, 1707, addressed to "The Revd. Mr. John Strype at
Low-Leyton in
Essex,"

and is in the University Library at Cambridge.

The earliest Cambridge postal marking in private hands is a two line "CAM/BRIDGE" struck on 16th March, 1720, and this fine item is in the K. A. Jacob collection.

It is not proposed to list details of all postal markings in this chapter, as illustrations will be found at the end of the book, together with a table giving the extreme dates recorded.

However, it may be of interest to some readers to learn why certain handstamps were brought into use, and the following paragraphs try to give brief explanations where possible.

In 1715 postmasters were instructed to mark on their letters the name of the post town. This consisted of a one, two or three line handstamp, according to the length of the name and the whim of the maker, although obviously a small square type of handstamp would normally be struck with a better chance of being legible than a long, thin type.

It was thought for many years that Cambridge appeared either in a single straight line handstamp, or as a two line "CAM/BRIDGE." A new type has recently come to light, however, with the name split as "CAMB/RIDGE". This is poorly struck on a letter from King's College dated 16th October, 1758. Will more examples come to light, or will this remain a unique specimen?

With the growth of interest in postal history and the continual delving into archives it is almost certain that further examples will be found and recorded.

In the late eighteenth century marks appeared which bore figures before the name indicating the distance in miles the town was from London. Cambridge had a "54CAM/BRIDGE" at first, but this was later replaced by a "CAMBRIDGE/52" which was the revised mileage distance. It is interesting to note that the present "A.A." handbook shows the mileage as "54". These mileage marks were introduced to help in working out the postal

charges on a letter, which for a long period were based on the distance the letter had travelled.

It is difficult to find clear and complete strikes of these early handstamps, which is not really surprising if one thinks of the conditions under which most of the handstamping was carried out.

The authorities did their best to ensure clear markings, as the following minute, dated 21st September, 1824, shows :

My Lord,

The stamping of letters in a plain and distinct manner, is of so much importance to ye community, and a neglect of it is so injurious to Correspondence in general, that I regret ye necessity of selecting a few instances, which have recently occurred, to prove that ye standing orders of ye Board are unfortunately too often disregarded.

It is part of ye Surveyors duty to see that ye lrs. are stamped and marked legibly, it forms a part of his general Instruction, and that their attention has been called to it, will appear by ye enclosed copy of a circular issued in March last. Enclosed is also copy of a circular to all Postmrs. issued in Oct. 1820. The attention of ye Inland Office has also been repeatedly called to this subject for ye purpose of ascertaining what Postmrs. neglect this important party (sic!) of their duty. This mornngs. Post has brought me a Complt. from Messrs. Pate of Wisbeach, enclosg. 2 lrs. one from Wellingbro' not stamped at all, and one from Cambridge, indistinctly stamped

These instances occuring within a few days too manifestly shew ye little attention that is paid to this essential part of a Postmrs. Duty.

Under these circumstances I have no alternative but to submit to your Lordship ye propriety of calling upon ye Surveyors and ye Superintendent of ye Inland Office to take upon themselves ye Responsibility of enforcing ye Orders of ye Board, and to express ye P.M.G.'s dissatisfaction at ye laxity which appears to have crept into ye system.

Francis Freeling.

The Postmrs. of Stamford, Wellingboro', Cambridge and Windsor to be strongly reprimanded for their gross inattention and disobedience in ye cases which I have quoted."

The Earl of Chichester approved.

A similar minute issued in 1828, which does not mention Cambridge, contains one interesting paragraph :

"I have satisfaction in stating that since the introduction of Stamps made of steel instead of brass, the stamping at the Country Offices has much improved."

The first Cambridge dated handstamp was issued in 1827, the earliest example being dated 23rd October, 1827.

Whilst searching through a file entitled : "Stamping inks of

various colours for different districts" Mr. M. V. D. Champness came across suggestions made by the Cambridge postmaster, J. Hovell Turner, for stamping letters, with a hitherto unpublished essay for a new type of numbered cancellation. His article, published in the "East Anglia Postal History Study Circle" Bulletin No. 25, is repeated here :

"1853 proved to be a year of experiment and decision in respect of both cancellations and auxiliary postmarks. Much of this activity was sparked off by adverse comment in the courts and the press of the day in respect of legibility of postmarks in the case of *Meredith v. Sleigh* in the Queens' Bench 26th May, 1853.

The experiments took the form of trials carried out in Durham and elsewhere under the control of the northern district Surveyor, with various coloured inks for the stamping pads, and culminated with the issue of the first "spoon" type duplex cancellation to Hull in the latter part of the year.

Various postmasters throughout the country contributed suggestions to Col. Maberly and those of the Cambridge Postmaster, Mr. J. Hovell Turner, are of considerable interest. He was the only East Anglian postmaster to contribute, and his letter affords some insight into the laborious methods involved in dealing with letters during the days when postal authorities really cared for the mail and any criticisms of the service were considered with great seriousness. The letter is headed Cambridge post office October 10th, 1853, and is quoted in full :

"Sir,

As the stamping of letters still continues in a very unsatisfactory state, I humbly beg to submit some suggestions for my Lord's consideration.

The principal evil of the present practice is — that the impression of one stamp is frequently placed over another, and not only two stamps, but three or more are frequently impressed upon the same spot

Stamping letters for despatch.

1. Letters are picked up and faced. They remain faced after the label is obliterated. When the labels are obliterated, let the letters be turned over (either to or from the stamper) and let the dated stamp be impressed on the right hand side of the back of the letter. The impression will be nearly at the back of the label or where the label ought to be, and mostly is, placed.

2. When letters are going to be stamped for delivery in the country (they are received already faced) let the letters be placed before the stamper with their faces opposite to him, but placed so that their directions though uppermost shall be topsy-turvy. Then let him turn them over (either to him or from him) and stamp on the right hand side of the letter on its back. This im-

pression will be on the opposite side to that which bears the first stamp.

3. When letters received at the General Post Office (they are received already faced) from the country are going to be stampd, let them be placed before the stamper with their faces opposite to him, but their directions topsy-turvy. Then let him stamp them on the right hand side of the front of the letter, where it is generally (particularly the corners) free from writing.

4. If parcels or letters are too small to be stampd in this way, let them be stampd as nearly so as circumstances permit.

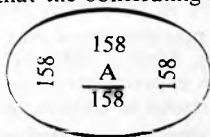
5. If the stamping of letters (for despatch) at receiving houses be retained, let them be stampd just above the seal. I really do not think that stamping at sub offices before delivery is necessary, but if so, let the letter be stampd under the seal.

Time is not such a great object with small offices. (Stamping with round stamps in the spaces above and below the seal would require more deliberation than can be given to stamping at a head post office).

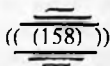
I submit that the shape of the stamp at receiving houses ought to have been long and not round. I request permission to express my wish that they were done away with altogether.

6. (This particular proposal has no necessary connection with the foregoing and could be carried out at a subsequent time if considered advisable). The imperfection of the obliterating impression frequently prevents it from assisting the other stamp (when also imperfect) in telling us where the letter was posted. The obliterating stamp works on an uneven surface and consequently the whole impression is seldom shewn.

I propose therefore that the obliterating stamps be made thus



instead of thus



By this alteration, if only a partial impression of the stamp be made, the number will appear.

The letter A, denoting the district, might be useful when the number was not quite clear.

I have the honour to be
your most obedient servant,

J. H. Turner,

postmaster.

P.S. It is perhaps unnecessary for me to add that the above plan can be carried out without any additional work whatever — (Enclosed are 3 envelopes — one of which was received by me in due course of post. One is a specimen of the proposed stamping including the receiving house stamps, and one is specimen excluding the receiving house stamps.)"

The envelopes attached to the letter, all addressed to Mr. Hovell Turner, Post Office, Cambridge, are as follows: 1. 1d. red imperf. adhesive cancelled single 134 obliterator of the 1844 type, back-stamped with three yellow impressions, superimposed, of CLEVEDON undated circular receiving house mark, Bristol circular dated stamp of OC.8.1853 and Cambridge circular dated stamp of OC.9.1853. There is a manuscript endorsement on the back of the letter by Mr. Turner: "This letter came by sorting tender on Sunday night and therefore bears no London stamp."

2. Specimen envelope with no adhesive, with single 158 obliteration struck in black in top right hand corner, and Cambridge c.d.s. in yellow OC/10/1853/B struck bottom left hand corner, both on front of envelope.

On reverse EDEN-CHAPEL undated circular name stamp in yellow struck above and below the seal with Cambridge C.D.S. (as on front) struck either side in yellow OC.10/1853/B.

3. Similar specimen envelope but without the EDEN-CHAPEL name-stamps.

(Abstract from G.P.O. records Minute file 5842/1856).

A double postmark, combining an obliterator and dated mark began to be used at the London chief office in 1853. Similar marks came into use at provincial offices in 1854 and Cambridge was issued with such a mark in November 1855.

The "Pearson Hill" machine mark was first introduced, for experimental purposes, in March 1857 at the London circulation office. After numerous experiments these were gradually brought into use and one was issued to Cambridge on 2nd March. 1869.

For many years the time was inserted in the stamp by means of code letters and figures but "time in the clear" was introduced before the end of the nineteenth century.

The Royal Show was held at Cambridge from Saturday, 26th June 1894, until the following Friday. The show was held on Midsummer Common, the site covered about 64 acres and, according to the press reports, was a great success.

A special "skeleton" cancellation was used and this was the first occasion on which a special cancellation had been used during a Royal Show.

The G.P.O. compiled a list of provincial machines in use on 20th March, 1912, and Cambridge is listed as having a "hand-

driven Krag" machine for cancelling the stamps on letters. No electrically driven Krag or Columbia machines were in use. It is interesting to note that at that time, there were only the following machines in use in the provinces :

27 electrically driven Krag, 26 electrically driven Columbia, and 47 hand-driven Krag.

The first slogan postmark to be used at Cambridge was the well known : "Buy National/War Bonds", and it would appear that two dies were issued, one on 1st April, 1918 and the second on 22nd May, 1918.

Special handstamps were in use at the three Philatelic Congresses held at Cambridge in 1925, 1938 and 1967.

Cambridge commenced to use an automatic letter facing machine in 1969.

APPENDIX I

List of Pillar Posts and District Offices with times of clearing in 1878.

Avenue		11.15	2.30	4.45	8.55
Railway Station		11.20	2.35	4.50	9. 0
Bateman-street	8.40	11.25	2.10	4.55	9. 5
* Hills-road	8.45	11.30	2.45	5. 0	9.10
Hyde-park-cor.	8.55	11.40	2.55	5.10	9.20
Trumpington-road	9. 0	11.45	3. 0	5.15	9.25
* Trumpington-street	9. 5	11.50	3. 5	5.20	9.30
Newnham	9.15	12. 0	3.15	5.30	9.40
Silver-street	9.20	12. 5	3.20	5.35	9.45
Park-side	8.40	11.10	2.35	4.40	8.50
Mill-road	8.45	11.15	2.40	4.45	8.55
* Sturton Town		11.15	2.40	4.45	8.55
East-road	8.50	11.25	2.50	4.55	9. 5
George-street		11.35		5. 5	9.15
* James-street	9. 0	11.45	3. 0	5.15	9.25
Causeway	9. 5	11.50	3. 5	5.20	9.30
* Magdalen-street	9.15	12. 0	3.15	5.30	9.40
All Saints' passage	9.20	12. 5	3.20	5.35	9.45
Senate House-square	9.25	12. 5	3.25	5.40	9.50
Huntingdon-road	11.50				7.30
* Chesterton	11.30			7.20	
Chesterton-road	11.40	3.10			9.40
Croft Town	10. 0				8.20

FOR CAMBRIDGE TOWN

	Letters may be posted until p.m.	With one additional ld. stamp until mid-n't	Letters may be Register'd until p.m.
1st Delivery (7.0 a.m.)	10. 0	12. 0	9.30
	a.m.		a.m.
2nd Delivery (9.30 a.m.)	9.15	*	8.45
	p.m.		p.m.
3rd Delivery (2.15 p.m.)	2. 0	*	1.30
4th Delivery (7.30 p.m.)	6.45	*	6.15

* No date stamp.

APPENDIX II

Details of Staff Employed in the year ending 31st March, 1872.

- 1 clerk £100 by £4 to £140 a year.
- 2 clerks £80 by £2 to £100 a year.
- 3 clerks 20/- by 1/- to 30/- a week.
- 3 sorters 16/- by 6d. to 20/- a week.
- 11 letter carriers/stampers 14/- by 6d. to 18/- a week.
- 1 bag collector at 14/- a week.

Details of Staff Employed in the year commencing 31st March, 1873.

- 1 clerk £120 by £4 to £140 a year.
- 2 clerks £90 by £4 to £110 a year.
- 3 sorting clerks 27/- by 1/6 to 35/- a week.
(upper section)
- 3 sorting clerks 18/- by 1/- to 25/- a week.
(lower section)
- 12 letter carriers, stampers and bag collectors 16/- by 1/- to 20/- a week.
(2 stampers to have uniform).

The increased expense incurred in carrying out the whole of the alterations amounted at the mean of the scales to about £250 a year.

125

Ø Overstated at last revision.
+ Not shewn at last revision.
* Understated at last revision.

RECORD OF LETTERS, PARCELS, ETC. WEEKLY OFFICE, CAMBRIDGE

Year	1946	1967	1968
DELIVERED			
Week ended			
LETTERS, &c.			
1. Town (excluding 5)	409552	751375	
2. Rural Postmen starting from Office	9606	22247	NO
3. Other Rural (excluding 4)	183242	291972	COUNT
4.† "Sealed Bag" and "Local" not passing through (H.O.)	46547	199641	TAKEN
5. Items delivered to * Private Box Holders	16402	63757	
Total (1—5)	665349	1,328992	

† (These are letters not passing through Cambridge for Royston and Haverhill part of the Cambridge Area).

PARCELS

6. Town (excluding 9)	14376	23124	20912
7. Rural (excluding 8)	5598	6265	5668
8.† "Sealed Bag" and "Local" not passing through (H.O.)	1629	5677	8959
5. Items delivered to * Private Box Holders	302	668	1411
Total (6—9)	21905	35734	36950

† —do.— Ely in 1968 as well.

POSTED week ended	1946	1967	
LETTERS, &c.			
1. Town	525782	959906	860482
2. Rural (excluding 3)	56362	144091	193486
3.† "Sealed Bag" and "Local" not passing through (H.O.)	34945	107741	140377
Total (1—3)	617089	1,211738	1,194345

† —do.— Ely in 1968 as well.

PARCELS

4. Town	11577	19884	20212
5. Rural (excluding 6)	2982	4179	7129
6.† "Sealed Bag" and "Local" not passing through (H.O.)	640	239	431
Total (4—6)	15199	24302	27772

† These relate to locally posted parcels not passing through Cambridge within the area.

FORWARD, week ended

1. Letters &c. (excluding those in labelled bundles)	24397	40036	NOT
2. Labelled bundles	267	245	
3. Parcels	3295	4745	TAKEN

These are items dealt with at Cambridge as a distribution centre for places not in the Cambridge postal area.

* Including items for Naval, Military and Air Force Units and Establishments delivered in a similar manner.

CAMBRIDGE

CAM
BRIDGE

7

8

CAM
BRIDGE

CAMB
RIDGE

CAMBRIDGE

9

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CAMBRIDGE CAMBRIDGE

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BRIDGE

CAM
BRIDGE

54 CAM
BRIDGE

14

15

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RIDGE

CAMBRIDGE

16

17

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CAMBRIDGE

16

CAMBRIDGE

17

CAMBRIDGE
[52]

21

CAMBRIDGE
52

22

CAMBRIDGE
52

23

CAMBRIDGE
52



35

Cambridge
Penny Post

36

Cambridge
Penny-Post

37



38



39



40



41



42



43



44



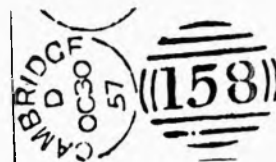
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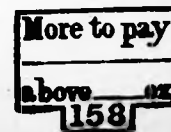
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60

Contrary to regulations
158

61

Prohibited enclosure
158

62



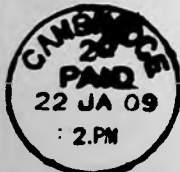
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64



65



66



67



68



69



70



71



72



73



74

Not called for
158

75

Gone away
158

76

Insufficiently addressed
158

77



78



79



80



81

5^D
TO PAY
158

82

1^D
TO PAY
158

83

2^D
TO PAY
158

84

3^D
TO PAY
158

85

NOT TO BE FOUND
158

86



87



88

Prohibited Enclosure
158

89

Closed contrary
to regulations
158

90



91

Inadmissible at
158

Insufficiently Addressed
1987








DATE WHEN SENT FROM THE G.P.O.

43	158 4 x 3 Bars	24. 1.1849
44	158 4 x 4 Bars	11. 2.1849
45	158 3 x 3 Bars	31. 1. 1854
46	SIDEWAYS DUPLEX	13.11.1855
47	SIDEWAYS DUPLEX 158 UPRIGHT	30.10.1857
48	C.D.S. WITH ARC	30.10.1857
49	C.D.S. ENCLOSED	3. 4. 1858
50	UPRIGHT DUPLEX --- 3 Bars	27. 3.1861
51	UPRIGHT DUPLEX --- 4 Bars	2. 3.1869
52	KILLER --- 4 Bars	1. 3.1869
53	KILLER --- 3 Bars	10.11.1873
54	MORE TO PAY	16.11.1877
55	NEW CHESTERTON	10. 2.1881
56	UPRIGHT DUPLEX --- 3 Bars Thick	10. 2.1881
57	COVENT GARDEN	20. 3.1883
58	CAMBRIDGE STATION	31. 7.1883
59	TRUMPINGTON STREET	18. 5.1886
60	CONTRARY TO REGULATIONS	3. 2.1887
61	PROHIBITED ENCLOSURE	3. 2.1887
62	REGISTERED	2. 2.1887
63	C.D.S. ENCLOSED (LARGER)	19. 7.1890
64	CATTLE MARKET	27.11.1891
65	CAMBRIDGE 2d PAID	21. 1.1909
66	C.D.S. THICK ARCS—DOUBLE RING	26. 2.1909
67	C.D.S. LARGE	8. 3.1909
68	C.D.S. THIN ARCS—DOUBLE RING	9. 4.1910
69	CHESTERTON ROAD	3. 5.1912
70	CAMBRIDGE STATION G.N.R.Y.	11.10.1898
71	TELEGRAPH 266 SMALL CIRCLE	30. 6.1870
72	TELEGRAPH 266 LARGE CIRCLE	21. 7.1879
73	TELEGRAPH 267 SMALL CIRCLE	30. 6.1870
74	NOT CALLED FOR	2. 1.1917
75	GONE AWAY	2. 1.1917
76	INSUFFICIENTLY ADDRESSED	2. 1.1917
77	1st EASTERN GENERAL HOSPITAL	5. 2.1918
78	CENTRAL HOSPITAL SERIAL No. 89	29. 8.1918
79	CENTRAL HOSPITAL SERIAL No. 82	29. 8.1918
80	CENTRAL HOSPITAL SERIAL No. 90	30. 8.1918
81	5d. TO PAY	6. 9.1918
82	1d. TO PAY	6. 9.1918
83	2d. TO PAY	6. 9.1918
84	3d. TO PAY	6. 9.1918
85	NOT TO BE FOUND	3. 6.1920
86	CAMBRIDGESHIRE WAR PENSIONS COMMITTEE	23. 7.1920
87	CAMBRIDGE C.C. LICENCES	9.12.1920
88	PROHIBITED ENCLOSURE	7. 2.1921
89	CLOSED CONTRARY TO REGULATIONS	7. 2.1921
90	HORSEHEATH	20. 6.1921
91	INADMISSIBLE AT.....RATE	13. 7.1921
92	INSUFFICIENTLY ADDRESSED	13. 2.1958
93	TELEPHONES	10.10.1959

RUBBER POSTAL MARKINGS

Date when sent
to Cambridge

1	28.11.1888	CAMBRIDGE
2	21. 4.1892	CAMBRIDGE PARCEL POST
3	29. 9.1892	TRIANGLE 158
4	27. 1.1893	R. FEE PAID
5	18. 5.1893	RAILWAY BORNE
6	2. 8.1894	CAMBRIDGE
7	2. 8.1894	EXPRESS
8	9.10.1894	CAMBRIDGE 9.10.94
9	19.10.1897	COACH ROAD-BORNE
10	19.10.1897	AR.
11	1. 2.1899	CAMBRIDGE STATION
12	27.10.1903	CAMBRIDGE
13	2. 9.1908	UNDELIVERED FOR REASON STATED
14	2. 9.1908	RAILWAY BORNE
15		CAMBRIDGE
16	29. 6.1909	PARCEL POST CAMBRIDGE
17	7. 2.1912	REGISTERED CAMBRIDGE
18	20. 2.1912	TELEPHONES
19		MILL ROAD
20		FITZROY STREET
21		TRUMPINGTON STREET
22	5.12.1915	PARCEL C-B POST, CAMBRIDGE
23	27. 3.1918	PARCEL POST, TRINITY STREET
24	30. 7.1918	PARCEL POST, HILLS ROAD
25	3. 8.1920	PARCEL POST, HILLS ROAD
26	7.10.1928	CAMBRIDGE
27	6. 2.1929	PARCEL POST, MILL ROAD
28	8.11.1929	NEWMARKET RD., CAMBRIDGE
29	13. 5.1931	PARCEL POST, MAGDALENE ST.
30	"	PARCEL POST, HISTON
31	"	PARCEL POST, TRUMPINGTON ST.
32	"	PARCEL POST, FITZROY STREET
33	"	PARCEL POST, CHESTERTON ROAD
34	"	PARCEL POST, REGENT STREET
35	"	PARCEL POST, LINTON
36	"	PARCEL POST, GRANTCHESTER ST.

To what Place	Date when sent	Stamps
Cambridge	28.11.88	
PARCEL POST CAMBRIDGE (CB)	29 MAR 1892	
 FEE PAID	RAILWAY BORNE	
EXPRESS.		

9

COACH
ROAD-BORNE

10



11



12



15



14



13

Undelivered for reason stated
To be returned to Sender
at the address shewn on cover.

16



17



18



1 stamp supplied
to the Telephone
Manager's at each
office named.
Cambridge is one.

19



20



21



22



23



24



25



26



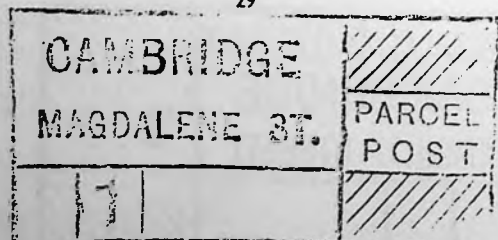
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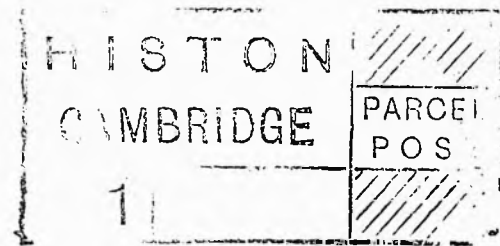
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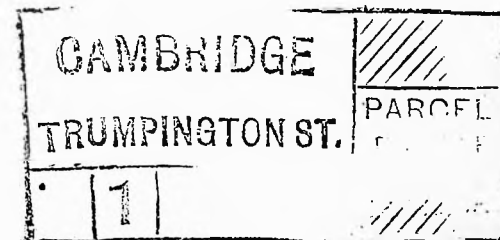
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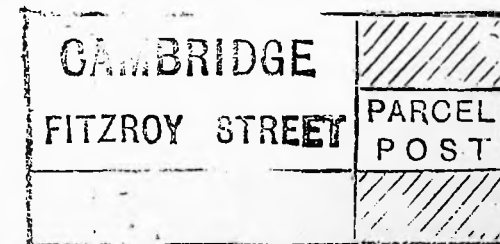
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31



32



33



CAMBRIDGE	PARCEL POST
REGENT STREET	
1	

LINTON	PARCEL POST
CAMBRIDGE	

CAMBRIDGE	PARCEL POST
GRANTCHESTER ST.	
1	

